

## RAJSHAHYE DIVISION—concluded.

DISTRICT.	Name of Municipality.	Number of wards.	Boundaries or extent of each ward.	Number of Commissioners to be elected for each ward.
Bogra—contd.	Sherepore ...	3	Ward No. I. Bounded on the north, east and west by the municipal limits, and on the south by the Punyatala and the Munshobaree Roads ...	3
			Ward No. II.—Bounded on the north by the Punyatala and the Munshobaree Roads; on the south by the Tantiparah and the Kochurghat Roads; and on the east and west by the municipal limits ...	3
			Ward No. III.—Bounded on the north by the Tantiparah and the Kechurchat roads; and on the east, west and south by the municipal limits ...	3
Pubna	Pubna ...	4	Ward No. I.—Mohullahs Parbuttygunge, Gopalpur, and the portion of Dilalpur, bounded on the south by Tarini Baboo's Road; on the north by Parbuttygunge; on the west by the Ichamati river; and on the east by Jackson's Road ...	5
			Ward No. II.—Mohullahs Shibrampur, Raghobpur, and the remaining portion of Dilalpur ...	2
			Ward No. III.—Mohullah Salgaria ...	2
			Ward No. IV.—Mohullahs Ramchandrapur, Atua, Sadhuparah, Puranaskuti, Krishtopur, Govinda, Pollanpur, Radhanagar, and Narainpur ...	3
Do.	Serajgunge ...	4	Ward No. I.—Mohullahs Gaila, Dhanbandi and Garka ...	5
			Ward No. II.—Mohullahs Putiabaree, Rohabaree, Moipur, Malsapara and Pakuria ...	2
			Ward No. III.—The portion of the town lying south of the Pangasi Road and west of the Dhanbandi river ...	3
			Ward No. IV.—The portion of the town lying north of the Pangasi Road and west of the Dhanbandi river ...	2
Darjeeling	Kurseong ...	Nil.	Nil.	3*

## DACCA DIVISION.

Dacca	Dacca ...	7	Ward No. I.—Bounded on the north by Roy Shaheb's Bazar, Jallah and the Narandia Khal; on the east by the Postogola Road and the land east of Sabek Sarafatgunge; on the south by the Booriganga; and on the west by the road from the Bangla Bazar Ghat to Nowabpore bridge <i>via</i> Dig Bazar Road and road south and west of the Raquet Court ...	3
			Ward No. II.—Bounded on the north by Roy Shaheb's Bazar, Jallah and the Naya Sarak; on the south by the Booriganga; on the east by Block No. 1; and on the west by the Babu Bazar Khal ...	2
			Ward No. III.—Bounded on the north by the land north of the old cantonment; on the south by the Roy Shaheb's Bazar and the Narandia Khal; on the east by the Jallah and the Dobi Khal; and on the west by the Nowabpore Road up to the Mugh Bazar Road crossing <i>via</i> road south of Phoenix Park ...	2
			Ward No. IV.—Bounded on the north by the northern boundary of the Rumna or race-course ground; on the south by Blocks Nos. II and V; on the east by Block No. III; and on the west by the Dewan Bazar Road and the road west of the race-course ground or Rumna ...	2
			Ward No. V.—Bounded on the north by Block No. IV; on the south by the Booriganga; on the east by Blocks Nos. II and V; on the west by the road east of the Central Jail, the Chowk, and the Bara Katara Lane ...	2
			Ward No. VI.—Bounded on the north by Shahbagh (Shahbagh being included) and lands adjoining it; on the south by the river Booriganga; on the east by Blocks Nos. V and IV; and on the west by the Lalbag Road and the roads west of Dhakeswari and the Shahbagh ...	1
			Ward No. VII.—Bounded on the north by the village of Brahman-toolee, the jungle of Maneswar, the pilkhana, and the jungle north of Azimpura road; on the east by Block No. VI; on the west by Shikaritolah Khal; and on the south by the river and the chur ...	3
Ditto	Narsingunge ...	3	Ward No. I.—Mohullahs Sitalakhiya, Nalaya, Nitaigunge, Tantipara, Patnipara, and Sutarpara ...	2
			Ward No. II.—Mohullahs Kutipara, Nyamati, Tanti Bazar, Uttar Taw Bazar, Galachipa, Palpara, Chusara, Khanpur, Mokerba, Hazigunge, Roshanbag, and Bahurail ...	3
			Ward III.—Mohullahs Madangunge, Sonakanda, Bandar, Ekram-pore, and Nabigunge ...	3

\* Municipalities in which the Commissioners will not be elected for wards, but for the whole town.

## DACCA DIVISION—continued.

DISTRICT.	Name of Municipality.	Number of wards.	Boundaries or extent of each ward.	Number of Commissioners to be elected for each ward.
Furzedpore	Furzedpore	5	<p>Ward No. I.—Bounded on the east by the middle of the road running west of the police-station, and a line straight with that road produced north and south to meet the north and south boundaries of the municipality; on the south-west and north by the boundaries of the municipality</p> <p>Ward No. II.—Bounded on the east by the middle of the road running east of the reservoir known as the "Jala" till it meets the Avenue Road; thence by a line drawn due north to boundary of the municipality; on the west by the eastern boundary of ward No. I; on the south and north by the boundaries of the municipality</p> <p>Ward No. III.—Bounded on the east by a line drawn due south from the north-east corner of the District Engineer's compound; on the north by the middle of the Avenue Road; on the south by the boundary of the municipality; and on the west by the eastern boundary of ward No. II</p> <p>Ward No. IV.—Bounded on the east and south by the boundary of the municipality; on the north by the middle of the Avenue Road till it meets the khal, and thence in a line straight with the Avenue Road produced to the eastern boundary of the municipality; and on the west by the eastern boundary of ward No. III</p> <p>Ward No. V.—Bounded on the east and north by the boundary of the municipality; on the south by the northern boundaries of wards Nos. III and IV; and on the west by the eastern boundary of ward No. II</p>	2 2 2 2 2
Ditto	Goalundo	5	<p>Ward No. I.—<i>Amlahpara</i>.—Bounded on the north by Kayapati Bazar and Monoharpati Road; on the south by Debeegram or Bethurikhal; on the east by the river Ganges; and on the west by Sujabad cultivation and Bethuri</p> <p>Ward No. II.—<i>Kayapati Bazar</i>.—Bounded on the north by Panchas Hazari Road and by the east face siding; on the south by Monoharpati and road; on the east by the east face siding and river Ganges; and on the west by the Panchas Hazari Road and Bisva Nathpore and Bhabail cultivation</p> <p>Ward No. III.—<i>Nikaripara and Mahajanapati</i>.—Bounded on the north by the river Ganges; on the west by Bhabail cultivation; on the east by the river Ganges; and on the south by Panchas Hazari Road</p> <p>Ward No. IV.—<i>Bhabail Bazar</i>.—Bounded on the north by the river Ganges; on the south by Panchas Hazari Road; on the east by the railway line; and on the west by the junction road</p> <p>Ward No. V.—<i>Char Pallando</i>.—Bounded on the north by the Bhabail Bazar; on the south by the Char Pallando village road; on the west by the river; and on the east by the railway</p>	2 2 2 2 2
Ditto	Madaripore	7	<p>Ward No. I.—<i>Amirabad, Bandar, Chur Madaripore Rajnagar</i></p> <p>Ward No. II.—<i>Laknigunge</i></p> <p>Ward No. III.—<i>Chur Khagdi, Chur Magaria</i></p> <p>Ward No. IV.—<i>Khagdi</i></p> <p>Ward No. V.—<i>Madaripore village</i></p> <p>Ward No. VI.—<i>Kulpoddi</i></p> <p>Ward No. VII.—<i>Rasti, Hazrapore</i></p>	2 2 2 2 2 2 2
Backergunge	Burrisa	5	<p>Ward No. I.—<i>Amamatgunge, Kaonea, and Kotwali</i></p> <p>Ward No. II.—<i>Kaliburee and Sagardi</i></p> <p>Ward No. III.—<i>School and Alikanda</i></p> <p>Ward No. IV.—<i>Bagura and Kulibari</i></p> <p>Ward No. V.—<i>Church Ward</i></p>	2 2 1 2 2
Mymensingh	Nasirabad	5	<p>Ward No. I.—<i>European quarter, Jail and Katchi Jhali</i>.—Boundaries: north-east, river; south-east, N. Bund road forms junction with Keranipara Road and Jail Road</p> <p>Ward No. II.—<i>East, river; north-west, Keranipara to Jail Road; south, Jail Road to Kamarpatti Road; east, Kamarpatti and Shakhaniipatto Road</i></p> <p>Ward No. III.—<i>North-east, Jail Road to Kamarpatti Road; west and south-west, Itkhola Road to junction with Theatre Road; east, Old Theatre Road</i></p> <p>Ward No. IV.—<i>West, Kamarpatti, Sutarpatti, and Theatre Road; north-east, river; east, Maharajah's Road, Jamir Lamharipara Road</i></p> <p>Ward No. V.—<i>North-east, river; south-east, Kistopore Road; west, Maharajah's and Jamir Lamharipara Road</i></p>	2 2 2 2 2
Ditto	Muktagecha	Nil.	Nil.	3

\* Municipalities in which the Commissioners will not be elected for wards, but for the whole town.

## DACCA DIVISION—concluded.

DISTRICT.	Name of Municipality.	Number of wards.	Boundaries or extent of each ward.	Number of Commissioners to be elected for each ward.
Mymensingh	Jamalpur	7	Ward No. I.—Mohullahs Jamalpur, Shingjani, Fulberia, Basrapore, and Mukundaliari ... Ward No. II.—Mohullahs Kuturia, Haripur, Abharpore, and Kali-pore ... Ward No. III.—Mohullahs Janjalpara, Dapaina, Bishnapore, Nasur-pore, Kuraha, Hosseinpore, Khupibani, Palisa and Kucharipatta ... Ward No. IV.—Mohullahs Beltia, Kachasara, and Kalaholia ... Ward No. V.—Mohullahs Dohokura, Tetulia, Ramnagar, Palaahgar, Jugirjhopa, and Nakati ... Ward No. VI.—Mohullahs Deorpar, Chandra, Rasadpur, Baguhaid, Rasidpore, and Baguhaid ... Ward No. VII.—Mohullahs Hat Chandro, Chandra, Kampapur, Gunbaria, and Pathalia ...	2 1 1 1 2 1 2
Ditto	Sherpore	6	Ward No. I.—Mohullahs Rajbari, Gobindagunge, Krishnagar, Kali-bazar, Shasharkhila, Gopalbari, Dhakalhati, and Narainpore ... Ward No. II.—Mohullahs Munshibazar, Raghunath Bazar, Grida Narayanpore, Shibbari, Shakhati, Narainpore, and Durgapore ... Ward No. III.—Mohullahs Rajballabpore, Nobinchur, East Sheri, Middle Sheri, West Sheri, Madhabpore ... Ward No. IV.—Mohullahs Kharanpore, Bagrakas, Katgur, Goalpara, Kacharipara, Mullapara, and Barakpara ... Ward No. V.—Mohullahs Mirgunge and Gouripore ... Ward No. VI.—Mohullahs Mobarakpore, Naihata, Dighirpar, Tatalpur ...	2 2 1 1 1 1
Ditto	Kishoregunge	5	Ward No. I.—Mohullahs Gangail, Sholakia, Baghargati, Kut Shola-kia, Janghirpur and Chur Sholakia, Bazar Ichagunge, Atkapara and Kabitarbas ... Ward No. II.—Mohullahs Raknail, Sridhakhila, Chur Dabail, Gaital, Lamapara, Laliteabad, Danikona, Rasidabad, and Shogra ... Ward No. III.—Mohullahs Katiar Chur, Bazar Haibatnagar, Hara Khamar Taluk, Gridan, Nagna, Binnago Batriah, and Bazar Kishoregunge ... Ward No. IV.—Mohullahs Ekrampore Bazar, Tarapasha, Baila, Ekrampore, Shatal, Nayanagar, and Chundro Nagar ... Ward No. V.—Mohullahs Saina, Chur Gangail, Rajkanto, Dariabad, Terahissa, Kapashatia, Badeshi, and Poranbowlai ...	2 1 3 2 1
Ditto	Basitpor	Nil	Nil.	0

## CHITTAGONG DIVISION.

Chittagong	Chittagong	4	Ward No. I.—Mohullahs Bibi's Hat, Shola Shahur, Sloop Bohur, Moradpur, Kapasgola, and Bhanghootna ... Ward No. II.—Mohullahs Chowk Bazar, Joyanagar, Chandanpoora, Dewan Bazar, Rohamatgunge, and Ghat Furhadbeg ... Ward No. III.—Mohullahs Jamal Khan, Bagmoniram, Essayet Bazar, Andurkilla, Buxir Hat, Kaitangunge, and Pathburghata ... Ward No. IV.—Mohullahs Feringhee Bazar, Sudder Ghat, Aleoran, Madar Bary, South Madar Bary, Pattor Tolly and Dewan Hat ...	2 3 4 3
Noakholly	Noakholly	5	Ward No. I.— <i>Taltoli Ward</i> .—Bounded on the north by Taktakhali Khal; on the west by the municipal boundary; on the south by Bhowanigunge Road; and on the east by Taltoli Khal ... Ward No. II.— <i>Fakirtola Ward</i> .—Bounded on the north by Bhowanigunge Road; on the west by the municipal boundary; on the south by Chararia Road and on the east by Fakirtola and Dewanpara Roads ... Ward No. III.— <i>Bara Bazar</i> .—Bounded on the north by Bruce's Tank Road; on the west by Fakirtola Road; on the south by Kalitara and Dewanpara Roads; and on the east by Kutcherri Road ... Ward No. IV.— <i>Circus House Ward</i> .—Bounded on the north by Dewanpara and Kalitara Roads; on the west by Dewanpara Road; on the south by the municipal boundary; and on the east by Gopi Munshi Road and a line to the south boundary ... Ward No. V.— <i>Kalitara</i> .—Bounded on the north by Taktakhali Khal; on the west by Taltoli Road; Kutcherri Road, Gopi Munshi's road and a line to the south boundary; on the south by the municipal boundary; and on the east by the municipal boundary and Taktakhali Khal ...	2 1 2 1 2

Municipalities in which the Commissioners will not be elected for wards, but for the whole town.



## CHITTAGONG DIVISION—concluded.

Station.	Name of Municipality.	Number of wards.	Boundaries or extent of each ward.	Number of Commissioners to be elected for each ward.
Tipperah	Commilla	4	Ward No. I.—Mohulla Bajapur, Dhukhin Churtha, Uttar Churtha, Gangagunge and Kasarpulta ... Ward No. II.—Mohulla Manahurpur, Kandirpur I, Kandirpur II and Gobindpur ... Ward No. III.—Mohulla Cholorah, Kailoguree, Bishnapur, Jananagar and Rajgunge ... Ward No. IV.—Mohulla Gang Chur, Chak Bazar, Muradpur I, Muradpur II, Sangraish, Sujagunge, Mirpur and Sicar Chur ...	4 2 2 3
Ditto	Brahmanberia	4	Ward No. I.—Mohulla Bazar Brahmanberia, Kalaisri, Pukharpur, Kasharipati and Chatkipara ... Ward No. II.—Mohulla Pachim Nuddah, Bazar Nuddah, Tulbaria, Sirpore, and Paikpara ... Ward No. III.—Mohulla Shemraikandi, Mourail, Kantale, Bhadrachur and Nowapara ... Ward No. IV.—Mohulla Gokarna, Bazar Gokarna, Paertale, Deriapur and Brahmanbati ...	2 2 2 2

## PATNA DIVISION.

Gya	Gya	10	Ward No. I.—Bounded on the north by the municipal boundary; on the south by Runga Bahadur Road; on the east by the river; and on the west by the municipal boundary ... Ward No. II.—Bounded on the north by Runga Bahadur Road; on the south by Kathokar Nallah; on the east by the River Road; and on the west by Cutchery Road ... Ward No. III.—Bounded on the north by Runga Bahadur Road; on the south by Kathokar Nallah; on the east by Cutchery Road; and on the west by Ripon Road ... Ward No. IV.—Bounded on the north by Runga Bahadur Road; on the south by Palmer Road; on the east by Ripon Road; and on the west by the municipal boundary ... Ward No. V.—Bounded on the north by Kathokar Nallah and Palmer Road; on the south by Katara Road; on the east by the river; and on the west by the municipal boundary ... Ward No. VI.—Bounded on the north by Katara Road; on the south by Nowagarigati Street; on the east by the river; and on the west by Godavery and Munglagouri Roads ... Ward No. VII.—Bounded on the north by Nowagarigati Street; on the south by Chanchowra Street; on the east by the river; and on the west by Godavery Road ... Ward No. VIII.—Bounded on the north by Chanchowra Street; on the south by the municipal boundary; on the east by the river; and on the west by the municipal boundary ... Ward No. IX.—Bounded on the north by Katara Road; on the south and west by the municipal boundary; and on the east by Godavery Road and Munglagouri Road ... Ward No. X.—The portion of the municipality on the other side of the river ...	1 1 2 2 2 2 2 2 1 1
Memnagerpore	Hajipore	4	Ward No. I.—Mohulla Nukhas, Manik Chowk, Chowk, Noongola, Moofibazar, Chowdhery Mobarukalli, Kanhaimal Mednimul, Hussein Khan, and Pandriwa ... Ward No. II.—Mohulla Maggorhatta, Hols Bazar, Rambhaddor, Muderkilla, Pokhra, Ibrahimgunge, Dhanauli, Bagdalahan, and Anwarpore ... Ward No. III.—Mohulla Bagmoosa, Bagmani, Bagmulli, Khattigunge, Maksoodpore, Tangowli Sanchiputti, Hathargunge, and Khatay Barkhordar ... Ward No. IV.—Mohalla Jaroocha, Minapur, Syedpur Idris, Chowdherybazar, Chak Bara Chhip, Tola, Patwa Toli, and Bharath Rasool ...	2 2 1 2
Durbhanga	Durbhanga	7	Ward No. I.—Mohulla Bela, Bela Dillah, Bela Shanker, Mawa, Gadhi, Moheshpatti, Babhan, Gauwan, Murlagunge, Alinagar, Sunderpur, Kaligunge, Tattaheligunge, Alafgunge, Haluman Nagar, Bishunpur, Kaleyau, Bishunpur Taj, and Azam Nagar ... Ward No. II.—Mohulla Moulvigunge, Chuk Nizam, Sahel Dadgunge, Banglagudh, Ramlagunge, Missrigunge, Kafagunge, Champas Nagar, Muard Sher Bazar, Sadirabad, Ruhelagunge, and Gangwara ... Ward No. III.—Mohulla Manourgunge, Chakram Chauk, Shameshargunge, Munshi Jurawansingh, Waris Nagar, Hosain Chaker, Shilgunge, Qutabgunge, Raj Kumergunge, Saifullahgunge, Kathat Bari, Luchmi Shagor, and Subbonkerpur ...	2 2 2

## PATNA DIVISION—concluded.

District.	Name of Municipality.	Number of wards.	Boundaries or extent of each ward.	Number of Commissioners to be elected for each ward.
Darbhanga— <i>continued.</i>	Darbhanga	7	Ward No. IV.—Mohullahs Ratempur, Katke Bazar, Owram, Ram Chank, Koberabad, Basantgunge, Sherofaddin, Mashraf Bazar, Saudagar, Labbagh, Manharan Lal, Hulungunge, and Mirzapur	2
			Ward No. V.—Mohullahs Sila Shah, Supon, Terhi Bazar, Quli Bazar, Madarpur, Mogulpur, Kotwali, Chautra Bhattuare Serai, Davangunga, Sagor, Misri Tolah, Bhagan Dass, Mufti Sainafat, Basidpore, and Mahdoli.	2
			Ward No. VI.—Mohullahs Mirza Hyst Beg Sher, Mahamad Bhigo Chak, Rahmat Jawulpura, Murgya Chak, Siazapur, Mahesh Patti, Rastole Bazar, Fakira Khan, Urdu Raham Khan, Faizullah Khan, Usafgung, Bahamgunge, Bela Gobindpore, Gonga Sagor, and Moulagunge	2
			Ward No. VII.—Mohullahs Karamgunge, Abdullahgunge, Damduma, Imambari, Belwagunge, Mahrajgunge, Ismailgunge, Sari Salar Khan, Baquargunge, Luchmipore, Bat Chaddaspore, Khaji Serai, Laheria Serai, and Punda Serai	2
Ditto	Madhubani	5	Ward No. I.—Mohullahs Bhowara, Sarat Ganj, and Chakdaha	2
			Ward No. II.—Mohullahs Srigunj, Nariatar, and Purani Chatti	2
			Ward No. III.—Mohullahs Kamat, Bhawanipore, Nai Bazar, Bahua, and Shewbux Ganj	2
			Ward No. IV.—Mohullahs Gadeam, Shaghan, Bhamas Bazar, and Laheria Ganj	2
			Ward No. V.—Mohullahs Septa and Maharaj Ganj	2
Saran	Chupra	4	Ward No. I.—Bounded on the north, south, and east by the limits of the municipality, and on the west by Shahebgunge Road	2
			Ward No. II.—Bounded on the north and south by the limits of the municipality, on the east by ward No. I, and on the west by Nai Bazar Road	2
			Ward No. III.—Bounded on the north and south by the limits of the municipality, on the east by ward No. II, and on the west by Mohullah Dowlatgunge No. 27	2
			Ward No. IV.—Bounded on the north, south, and west by the limits of the municipality, and on the east by ward No. III	2
Ditto	Sewan	Nil	Nil	6*
Ditto	Revelgunge	Nil	Nil	5*

## BHAGULPORE DIVISION.

Bhagulpore	Bhagulpore	6	Ward No. I.—The eastern ward of the municipality up to the Steamer Ghat Road, District Jail Road, and the Station Road on the west, and the railway line on the south	2
			Ward No. II.—Bounded on the north by the river Jamoona; on the south by a portion of the Station Road and the railway line; on the east by the Steamer Ghat Road, District Jail Road, and the Station Road	2
			Ward No. III.—Bounded on the north by the river Jamoona; on the south by the railway line; on the east by Nayabazar Road; and on the west by the Jantikri Road, Nathnagar Road, and the Public Garden Road	2
			Ward No. IV.—Bounded on the north by the river Jamoona and Dearah; on the south by the railway line; on the east by the Jantikri Road, Nathnagar Road, and the Public Garden Road; and on the west by Fort Roads Nos. I and II	2
			Ward No. V.—The western ward of the municipality	2
			Ward No. VI.—The portion of the municipality lying on the south of the railway line	2
Monghyr	Monghyr	6	Ward No. I.—Fort Laldarwaza and Mohullah Belunbazar	2
			Ward No. II.—Mohullahs Baribazar North and South; Sarmanbazar and Topekhanabazar	2
			Ward No. III.—Mohullahs Basdeopore, Sherpur, Shampore, Madhopore, and Mogulpore	2
			Ward No. IV.—Mohullahs Sadipore, Jugulkitta, Kewra Moidan, and Betwanbazar	2
			Ward No. V.—Mohullahs Mirzapore, Purnagunge east and west, and Sandalpore	2
			Ward No. VI.—Mohullahs Mahiddinpore, Bindwara, Mukhsaspore, Kasimbazar, and Moghara	2
Ditto	Jamulpore	6	Ward No. I.—Mohullahs Nyagong, Secundrapore, and Mungrowra	2
			Ward No. II.—Mohullahs Dariapore, Dowlatpore, and Rampore	2
			Ward No. III.—The Bazar, Khalasitola, and Jamulpore Dih	2
			Ward No. IV.—Mohullah Keshubpore	2
			Ward No. V.—Mohullah Jahangira	2
			Ward No. VI.—The European quarters	2

\*Municipalities in which the Commissioners will not be elected for wards, but for the whole town.





## ORISSA DIVISION—concluded.

District.	Name of Municipality.	Number of wards.	Boundaries or extent of each ward.	Number of Commissioners to be elected for each ward.
Cuttack—concluded.	Cuttack	9	<p>Ward No. VII.—Telanga Bazar, Jagannath Road, Raghunath Gully, Bamphi Sahi, Kukariapada, Gopaljee Gully, Bhagatpur, Nunia Sahi, Tara Chandpatna, Nunno Sahi, Kodam, Rossul, Foster Street and Kamer Sahi</p> <p>Ward No. VIII.—Cutcherry Road, Phulmandai Sahi, Telangadheba Sahi, Foster Street, Rousapatna, Sant Sahi, Maria Sahi, Patni Sahi, Kasorpur, Bapari Sahi, Sadanand Jachak Gully, Dhobni Gully, Kaly Kinkur Chatterjee Gully, Kalai Sabu Gully, Badai Sahi, Kailas Baboo Gully, Bania Sahi, Naik Sahi, Brahman Sahi and Sarso Road</p> <p>Ward No. IX.—Commissioner Road, Hospital Road, Manglathakurani Road, Malha Sahi, Jobra Road, Talanga Sahi, Manglabag Road, Thoria Sahi, Mirkamalpatna, Gand Sahi, Jagannath Road, Sagaria Sahi, Ranihat and Chotara Bazar</p>	1
Pooree	Pooree	6	<p>Ward No. I.—Mohullahs Bali Sahi and Gourbar Sahi</p> <p>Ward No. II.—Mohullahs Kalikadevi Sahi, Matimandap Sahi and Dolemandap Sahi</p> <p>Ward No. III.—Mohullahs Baseli Sahi and Harchandi Sahi</p> <p>Ward No. IV.—Mohullahs Marakanda Sahi and Churang Sahi</p> <p>Ward No. V.—Mohullahs Kundhambent Sahi</p> <p>Ward No. VI.—Mohullahs Diatapara Sahi, Kumbharpara and Dandimal Sahi</p>	2
Balasore	Balasore	6	<p>Ward No. I.—Mohullahs Brahmanpara, Kentpara, Kambharpara, Musulmanpara, Kavanthapara, Chasapara and Goalapara</p> <p>Ward No. II.—Mohullahs Amlapara, Tanti Sahi, Thatari Sahi, Gookha Sahi, Mahanty Sahi, Rice Stall and Kasapara</p> <p>Ward No. III.—Mohullahs Kaistabpara, Tanti Sahi, Brahmanpara, Teli Sahi, and Chasapara</p> <p>Ward No. IV.—The European quarter, Native Christian para, and mohullahs Amlapara, Pan Sahi and Teli Sahi</p> <p>Ward No. V.—Mohullahs Mochipara, Baniapara, Choonkar Sahi and Mahajanpara</p> <p>Ward No. VI.—Mohullahs Brazeerpara, Dufturi Sahi, Kent Sahi, Chowdhuri Sahi, Paira Sahi, Mahajanpara, Kent Sahi, Kandra Sahi, Dhoba Sahi, and Musulmanpara</p>	2

## CHOTA NAGPORE DIVISION.

Hasaribagh Lohardugga	Chattra Ranchi	Nil. 4	<p>Nil</p> <p>Ward No. I.—Bounded on the north and east by the municipal limits; on the west by the Sudder Road, and on the south by the Purulia Road</p> <p>Ward No. II.—Bounded on the north and west by the municipal limits; on the south by the Tank Road as far as the bridge at the south east corner of the lake, and thence by the wall on the south side of the Commissioner's compound; and on the east by the Sudder Road</p> <p>Ward No. III.—Bounded on the north by the line defined above as the southern boundary of Ward No. II; on the east by the Thanna and Dorunda Roads; and on the south and west by the municipal limits</p> <p>Ward No. IV.—Bounded on the north by the Purulia Road; on the west by the Thanna and Dorunda Roads; and on the south and east by the municipal limits</p>	10*
Manbhoam	Purulia	4	<p>Ward No. I.—Bounded on the east by the Barrakar Road and Chaibassa Road; on the north, west, and south by the furthest limit of the municipality in those directions</p> <p>Ward No. II.—Bounded on the west and north by the Barrakar Road; on the south by the Bankoora Road; and on the east and north by the road starting from the Bankoora Road, joining with the Barrakar Road nearest Cart Serai, passed by girls' school building and between Claysair and Kamolinsair</p> <p>Ward No. III.—Bounded on the south by the Man Bazar Road; on the east by the furthest limit of the municipality in that direction, and on the north partly by ditto and partly by Bankoora Road; and on the west by wards Nos. I and II</p> <p>Ward No. IV.—Bounded on the north by portion of Bankoora Road and Man Bazar Road; on the east by the Man Bazar Road; and on the south by the furthest limit of the municipality</p>	4

\*Municipalities in which the Commissioners will not be elected for wards, but for the whole town.

COLMAN MACAULAY,

Secretary to the Government of Bengal.

**ORDERS DECLARING THE NUMBER OF COMMISSIONERS TO BE  
ELECTED FOR EACH WARD IN THE HOWRAH MUNICIPALITY.**

*The 13th October 1884.*—In continuation of the notification dated the 29th September 1884, published at pages 1013 to 1015, Part I, of the *Calcutta Gazette* of the 1st October 1884, the Lieutenant-Governor is pleased to declare that the number of Commissioners to be elected for each ward in the Howrah Municipality shall be as follows:—

For each of the Wards Nos. I, IV, V, VI, VII, and IX, two Commissioners.

For each of the Wards Nos. III and VIII, three Commissioners.

For each of the Wards Nos. II and X one Commissioner.

COLMAN MACAULAY,  
*Secretary to the Govt. of Bengal.*



**RULES FOR THE ELECTION OF MUNICIPAL COMMISSIONERS  
UNDER ACT III (B.C.) OF 1884.**

*The 29th September 1884.*—The following rules for the election of Municipal Commissioners in all Municipalities in the Burdwan, Presidency, Rajshahye, Dacca, Chittagong, Patna, Bhagulpore, Orissa, and Chota Nagpore Divisions (except Howrah and the Suburbs of Calcutta), have been laid down by the Lieutenant-Governor under section 15 of Act III (B.C.) of 1884:—

*Of the qualification of voters.*

1. Persons otherwise qualified to vote must be males, who have resided within the limits of the municipality for one year previous to the date of the election.
2. Subject to the above rule, all persons who have, during the year immediately preceding the election, paid an aggregate amount of not less than Re. 1-8 in respect of any rates imposed by the Act, and who have been duly registered as hereinafter provided, shall be qualified to vote.
3. Subject to the proviso contained in rule 1, any person who, being a member of a joint undivided family, one of the members of which has, during the year preceding such election, paid in respect of any of the rates imposed by the Act an aggregate amount of not less than Re. 1-8, is a graduate or licentiate of any University, or holds a certificate as a Pleader or Mooktear, or holds any office or employment carrying a salary of not less than Rs. 50 per mensem, shall be entitled to vote.

*Of the registration of voters.*

4. As soon as possible after these rules shall have been published, the Magistrate of the district shall cause to be prepared a register of persons qualified to vote. Such register shall be prepared from the assessment lists, from enquiries made by persons specially deputed for the purpose, and in such other manner as may appear expedient. Such register shall from time to time be corrected and added to as the Magistrate may direct. It shall be the duty of the Chairman of the Municipality to furnish the Magistrate or the Sub-Divisional Officer with any available information required for the preparation and correction, from time to time, of the register in question.
5. At least one month before the date fixed for the elections as hereinafter provided, an extract from the register, showing the persons qualified to vote within each Ward, shall be published at suitable places within that ward. A copy of the whole register shall also be published at the municipal office.
6. The Magistrate, or such other gazetted officer as he may depute for the purpose, shall sit to hear and decide objections to, and claims for, registration of voters on some date of which at least three days' notice shall have been given, and which shall be at least ten days after the publication of the lists in question, and at least one week before the date fixed for the commencement of the elections; and such decision shall be final.
7. The ward lists as amended, after the hearing and decision of claims and objections, shall be considered as the final lists of persons entitled to vote at the elections, and no person whose name does not appear in the ward lists shall be permitted to vote.

*Of the qualification and the nomination of candidates.*

8. Any person qualified to vote under these rules shall be qualified for nomination as a candidate.
9. Any rate-payer qualified to vote may nominate any other qualified person as a candidate.
10. The Magistrate shall, at least six weeks before the date fixed for the commencement of the elections, issue notices calling for nominations of candidates. Such nominations shall be delivered at the municipal office within fourteen days from the date of publication of the notices in question. No names of candidates shall be received after the expiration of such period.

11. The preliminary list of candidates, with the names of the persons nominating them, shall be published in each ward, and at the municipal office, at least three weeks before the date fixed for the commencement of the elections. A notification shall at the same time be published, fixing a date for the hearing of objections to candidates. Such date shall be at least one week later than the publication of the notification in question.

12. The Magistrate, or such other gazetted officer as the Magistrate may depute for the purpose, shall hear and decide all objections to candidates; and such decision shall be final. Before publishing the final list, he shall ascertain that all the candidates are eligible and willing to stand for election.

13. The final list of candidates shall be published in each ward, and at the municipal office, at least one week before the date fixed for the commencement of the elections. No candidate whose name is not contained in such list shall be eligible for election.

*Of the manner of holding elections.*

14. The elections for the different wards shall be held on such date as may be fixed by the Lieutenant-Governor and notified in the *Calcutta Gazette*.

15. The Magistrate shall decide at what place the election for each ward shall be held.

16. The date fixed for the election in each ward shall be duly notified by beat of drum, and by the publication of notices in such ward at least one month beforehand.

17. Each voter shall be entitled to vote for the ward in which he ordinarily resides, and for no other. He shall be entitled to vote for as many candidates as there are vacancies for such ward.

18. All persons wishing to vote must be present at the elections. No votes by proxy or in writing shall be received.

19. The Magistrate, or such other gazetted officer as the Magistrate may depute for the purpose, shall preside at the election for each ward, assisted by a Committee of not less than three and not more than five rate-payers of the ward, nominated by the Magistrate.

20. The proceedings shall commence by the presiding officer explaining the nature and objects of the meeting to the assembled voters. He shall then read out the list of candidates, and state the number of vacancies.

21. Each candidate shall then be proposed by one qualified voter, and seconded by another. Subject to the control of the presiding officer on points of order, each candidate and his proposer and seconder shall be permitted to address the assembled voters on the subject of his candidature. The names of candidates not duly proposed and seconded shall be removed from the list.

22. In the case of the number of the candidates duly proposed and seconded not being greater than the number of vacancies, the presiding officer, if he is satisfied that not less than 10 per cent. of the registered voters for the ward or wards in which the election is taking place are present, shall at once declare such candidates to be duly elected.

23. If the number of candidates duly proposed and seconded exceeds the number of vacancies, the presiding officer shall proceed to call for a show of hands in favour of each candidate. The presiding officer shall decide and state which of the candidates have received the largest number of votes by the said shows of hands. Should no poll be demanded against any one candidate, he shall declare such candidate to be duly elected.

24. Any defeated candidate, or his proposer or seconder, may demand a poll on his behalf, as against any or all of the candidates selected under the above rule.

25. When a poll is demanded, the votes shall then and there be recorded by the presiding officer with his own hand. All objections to voters shall, if possible, be summarily decided by the presiding officer, after reference to the register. No objections shall be entertained other than objections arising out of matters subsequent to registration under rule 6.

26. The presiding officer shall then and there declare such candidates as have a clear majority of votes to be duly elected. Provided that no candidate shall be declared to be duly elected unless at least 10 per cent. of the registered voters for the ward have appeared and recorded their votes.

27. If 10 per cent. of the registered voters for the ward are not present (Rule 22), or have not appeared and recorded their votes (Rule 26), the presiding officer shall report that the electors have failed, under section 16 of the Act, to elect Commissioners for the ward.

28. In case of an equality of votes for the same vacancy, and when the number of vacancies does not admit of all the candidates who have obtained an equality of votes being elected, the presiding officer shall postpone the election, fixing at the same time a date upon which the proceedings shall be re-commenced. When the majority for any candidate consists only of disputed votes, with reference to which further enquiry appears to be necessary, the result of such enquiry shall be notified on a subsequent date.

29. The list of duly returned candidates for the whole municipality shall be forwarded to the Commissioner of the Division for publication in the *Calcutta Gazette*.

*Miscellaneous.*

30. No election shall be invalidated on a point of form, provided that these rules have been substantially obeyed.

31. No election shall be invalidated on account of any irregularity whatever, unless it shall appear that that irregularity was such as materially to affect the result of the election.

32. No person in the employment or pay of the municipality shall, directly or indirectly, engage in canvassing for votes, or otherwise assist in the election of any candidate, otherwise than by giving his own vote. Any breach of this rule will render him liable to dismissal.

33. All costs incurred in the preparation of the register of voters, the publication of notices, the holding of elections, or taking any other necessary actions under these rules, shall be payable by the Commissioners out of the municipal fund.

COLMAN MACAULAY,

*Secretary to the Govt. of Bengal.*

*The 29th September 1884.*—The following rules for the election of Municipal Commissioners in the Municipality of Howrah have been laid down by the Lieutenant-Governor under section 15 of Act III (B.C.) of 1884:—

*Of the number of Commissioners and Wards.*

1. There shall be 30 Commissioners, of whom 20 shall be elected under these rules, and 10 shall be appointed by Government.

2. The municipality shall be divided into 10 wards in accordance with the schedule annexed.

*Of the qualification of voters.*

3. Persons otherwise qualified to vote must be males, who have resided within the limits of the municipality for one year previous to the date of the election.

4. Subject to the above rule, all persons who have, during the year immediately preceding the election, paid an aggregate amount of not less than Rs. 3 in respect of any rates imposed by the Act, and who have been duly registered as hereinafter provided, shall be qualified to vote.

5. Subject to the proviso contained in rule 3, any person who, being a member of a joint undivided family, one of the members of which has during the year preceding such election, paid in respect of any of the rates imposed by the Act an aggregate amount of not less than Rs. 3, is a graduate or licentiate of any University, or holds a certificate as a Pleader or Mooktear, or holds any office or employment carrying a salary of not less than Rs. 50 per mensem, shall be entitled to vote.

*Of the registration of voters.*

6. As soon as possible after these rules shall have been published, the Magistrate of the district shall cause to be prepared a register of persons qualified to vote. Such register shall be prepared from the assessment lists, from enquiries made by persons specially deputed for the purpose, and in such other manner as may appear expedient. Such register shall from time to time



be corrected and added to as the Magistrate may direct. It shall be the duty of the Chairman of the Municipality to furnish the Magistrate or the Sub-Divisional Officer with any available information required for the preparation and correction, from time to time, of the register in question.

7. At least one month before the date fixed for the elections as herein-after provided, an extract from the register, showing the persons qualified to vote within each ward, shall be published at suitable places within that ward. A copy of the whole register shall also be published at the municipal office.

8. The Magistrate, or such other gazetted officer as he may depute for the purpose, shall sit to hear and decide objections to, and claims for, registration of voters on some date of which at least three days' notice shall have been given, and which shall be at least ten days after the publication of the lists in question, and at least one week before the date fixed for the commencement of the elections; and such decision shall be final.

9. The ward lists as amended, after the hearing and decision of claims and objections, shall be considered as the final lists of persons entitled to vote at the elections, and no person whose name does not appear in the ward lists shall be permitted to vote.

*Of the qualification and the nomination of candidates.*

10. Any person qualified to vote under these rules shall be qualified for nomination as a candidate.

11. Any rate-payer qualified to vote may nominate any other qualified person as a candidate.

12. The Magistrate shall, at least six weeks before the date fixed for the commencement of the elections, issue notices calling for nominations of candidates. Such nominations shall be delivered at the municipal office within fourteen days from the date of publication of the notices in question. No names of candidates shall be received after the expiration of such period.

13. The preliminary list of candidates, with the names of the persons nominating them, shall be published in each ward, and at the municipal office, at least three weeks before the date fixed for the commencement of the elections. A notification shall at the same time be published, fixing a date for the hearing of objections to candidates. Such date shall be at least one week after than the publication of the notification in question.

14. The Magistrate, or such other gazetted officer as the Magistrate may depute for the purpose, shall hear and decide all objections to candidates; and such decision shall be final. Before publishing the final list, he shall ascertain that all the candidates are eligible and willing to stand for election.

15. The final list of candidates shall be published in each ward, and at the municipal office, at least one week before the date fixed for the commencement of the elections. No candidate whose name is not contained in such list shall be eligible for election.

*Of the manner of holding elections.*

16. The elections for the different wards shall be held on such date as may be fixed by the Lieutenant-Governor and notified in the *Calcutta Gazette*.

17. The Magistrate shall decide at what place the election for each ward shall be held.

18. The date fixed for the election in each ward shall be duly notified by beat of drum and by the publication of notices in such ward at least one month beforehand.

19. Each voter shall be entitled to vote for the ward in which he ordinarily resides, and for no other. He shall be entitled to vote for as many candidates as there are vacancies for such ward.

20. All persons wishing to vote must be present at the elections. No votes by proxy or in writing shall be received.

21. The Magistrate, or such other gazetted officer as the Magistrate may depute for the purpose, shall preside at the election for each ward, assisted by a Committee of not less than three and not more than five rate-payers of the ward, nominated by the Magistrate.

22. The proceedings shall commence by the presiding officer explaining the nature and objects of the meeting to the assembled voters. He shall then read out the list of candidates, and state the number of vacancies.

23. Each candidate shall then be proposed by one qualified voter, and seconded by another. Subject to the control of the presiding officer on points of order, each candidate and his proposer and seconder shall be permitted to address the assembled voters on the subject of his candidature. The names of candidates not duly proposed and seconded shall be removed from the list.

24. All objections to voters shall, if possible, be summarily decided by the presiding officer, after reference to the register. No objections shall be entertained other than objections arising out of matters subsequent to registration under rule 8.

25. The presiding officer shall record with his own hand the votes of the electors present.

26. The presiding officer shall then and there declare such candidates as have a clear majority of votes to be duly elected. Provided that no candidate shall be declared to be duly elected unless at least 10 per cent. of the registered voters for the ward have appeared and recorded their votes.

27. If 10 per cent. of the registered voters for the ward have not appeared and recorded their votes, the presiding officer shall report that the electors have failed, under section 16 of the Act, to elect Commissioners for the ward.

28. In case of an equality of votes for the same vacancy, and when the number of vacancies does not admit of all the candidates who have obtained an equality of votes being elected, the presiding officer shall postpone the election, fixing at the same time a date upon which the proceedings shall be re-commenced. When the majority for any candidate consists only of disputed votes, with reference to which further enquiry appears to be necessary, the result of such enquiry shall be notified on a subsequent date.

29. The list of duly returned candidates for the whole municipality shall be forwarded to the Commissioner of the Division for publication in the *Calcutta Gazette*.

*Miscellaneous.*

30. No election shall be invalidated on a point of form, provided that these rules have been substantially obeyed.

31. No election shall be invalidated on account of any irregularity whatever, unless it shall appear that that irregularity was such as materially to affect the result of the election.

32. No person in the employment or pay of the municipality shall, directly or indirectly, engage in canvassing for votes, or otherwise assist in the election of any candidate, otherwise than by giving his own vote. Any breach of this rule will render him liable to dismissal.

33. All costs incurred in the preparation of the register of voters, the publication of notices, the holding of elections, or taking any other necessary actions under these rules, shall be payable by the Commissioners out of the municipal fund.

COLMAN MACAULAY,

*Secretary to the Government of Bengal.*

SCHEDULE.

HOWRAH MUNICIPALITY.

ELECTION WARDS.

*Ward No. I.*

*North*—Joya Bibee's Lane, outfall drain on the south of Hurro Dhole's garden and Chandalparah lane. *South*—Horogunge Road. *East*—River. *West*—Hooghly road.

*Ward No. II.*

*North*—A line beginning at a point on the Hooghly road 100 feet south of Nuskurparah lane, thence a direct line westward across the Maleepanchghurrah paddy-fields to the culvert opposite garden of Bhoggobutty Bysack on the Belloor road and Nellooh road. *South*—Sonaton Mistry's Garden lane and Bamoongachee paddy-fields. *East*—Grand Trunk road and Hooghly road. *West*—Bamoongachee paddy-fields.

*Ward No. III.*

*North*—Horogunge road. *South*—Golabaree road. *East*—River. *West*—Grand Trunk road.

*Ward No. IV.*

*North*—Golabaree road and Peolkhanah lane. *South*—Railway premises. *East*—River Hooghly. *West*—Railway line.

*Ward No. V.*

*North*—Railway premises, Dore's road and Howrah paddy-fields. *South*—Telkul Ghat road, Harcourt's lane and Kally Banerjee's lane. *East*—River. *West*—Bhoggobutty Karar's lane, Doorga Dass Bose's lane, Koylash Banerjee's lane, Lukhun Dass's lane and Kally Koondoo's lane up to its junction with Kally Banerjee's lane.

*Ward No. VI.*

*North*—Banttrah paddy-fields. *South*—Ollabibeetollah lane, Nuskurparah lane and Bostomparrah lane. *East*—Bhoggobutty Karar's lane, Doorga Dass Bose's lane, Lukhun Dass's lane, Kally Koondoo's lane, Needhee Ram Manjee's lane, Gopaul Banerjee's lane and portion of Ramkistopore lane between its junctions with Gopal Banerjee's lane and the footpath through Baboo Chunder Coomar Banerjee's garden. *West*—Belgachia road, a direct line from that road beginning from the south-eastern corner of Deno Sen's garden across the paddy-fields to a point on the Makordah road 1,764 feet west of the toll-house, Doomrar Jollah, Haldarparrah lane, Goddadhur Mistry's lane and Kasondiah paddy-fields.

*Ward No. VII.*

*North*—Telkul Ghat road, Harcourt's lane and Kally Banerjee's lane. *South*—Banstollah Ghat road and Park's Garden lane. *East*—River. *West*—Kally Koondoo's lane, Needhee Ram Manjee's lane, Gopaul Banerjee's lane and portion of Ramkistopore lane between its junction with Gopaul Banerjee's lane and Park's Garden lane.

*Ward No. VIII.*

*North*—Banstollah Ghat road, Park's Garden lane, footpath through Baboo Chunder Coomar Banerjee's garden, Koyepooker lane and Mosulmanparah lane. *South*—Juggut Banerjee's Ghat road, Rajah's Bagan lane, Mollahparah branch lane and portion of Khetter Banerjee's lane from its junction with the latter lane and Circular road at the house of Deno Master. *East*—River. *West*—Circular road.

*Ward No. IX.*

*North*—Juggut Banerjee's Ghat road, Rajah's Bagan lane, Mollahparah branch lane, Khetter Banerjee's lane between its junction with the latter lane and Circular road at the house of Deno Master and portion of Circular road between its junction with Khetter Banerjee's lane and Chatterjee's hat. *South*—River. *East*—River. *West*—Belliah khal and Botanical Garden.

*Ward No. X.*

*North*—Doomrar Jollah and Shokhair bazar road. *South*—Baxarah paddy-fields. *East*—A line from the south-eastern corner of Doomrar Jollah to Haldarparrah lane, Goddadhur Mistry's lane and Mosulmanparrah lane. *West*—Boroj Maut lane and western portion of Baxarah road between its junction with Boroj Maut lane and the culvert over Baxarah khal.

**DATE OF ELECTION OF COMMISSIONERS FOR MUNICIPALITIES  
UNDER ACT III (B.C.) OF 1884.**

*The 30th September 1884.*—It is hereby notified for general information that the elections of Commissioners, under Act III (B.C.) of 1884, in all Municipalities in the Burdwan, Presidency, Rajshahye, Dacca, Chittagong, Patna, Bhagulpore, Orissa, and Chota Nagpore Divisions, not mentioned in the first schedule of the said Act, will be held on the twenty-fifth day of November next.

COLMAN MACAULAY,  
Secretary to the Govt. of Bengal.



## Rainfall, Weather, and State and Prospects of the Crops.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different District of Bengal, as reported to Government during the week ending the 15th November 1884.

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date		
BENGAL.					
Western Districts.					
Burdwan Div.	1 Bardwan, Nov. 15 '84	Nil	Weather—seasonable. Outturn of <i>amun</i> paddy in Raneegunge is expected to be good, and in the rest of the district poor, while in some parts it will be very bad. Price of rice ranges from 12 to 15 seers per rupee. Health fair.		
	Chuna	Nil			
	Cutwa	Nil			
	Raneegunge	Nil			
	2 Bankura, „ 15 „	Nil			
Burdwan Div.	3 Barbhoom, „ 15 „	Nil	Weather—seasonably cold. Winter crops doing well. Late paddy promising. Public health good.		
	Rampora Hunt	Nil			
Burdwan Div.	4 Midnapore, „ 15 „	Nil	Weather—fine and cold. Harvesting of paddy commenced. Prospects of outturn improved; a 6-anna crop expected in Nalhati thana. Prices slightly lower. General health fair.		
	5 Hooghly, „ 15 „	Nil			
Burdwan Div.	Howrah, „ 17 „	Nil	Weather—fine and seasonable. Prospects of all crops on the ground continue to be favourable. Prices stationary. Fever is prevalent everywhere, and is reported to be specially bad in the Jehanabad sub-division.		
	Oolecheriah	Nil			
Central Districts.					
Burdwan Div.	6 24-Pargha, Nov. 17 '84	Nil	Weather—seasonable. Prospects of standing crops continue satisfactory. Harvesting of <i>amun</i> paddy has commenced. <i>Rubbee</i> crops promise well. Public health generally good.		
	7 Nuddea, „ 15 „	Nil			
	Kooshtea	Nil			
	Meherpora	Nil			
	Choochamua	Nil			
Burdwan Div.	8 Khoolna, „ 15 „	Nil	Weather—cool and clear. Prospects of standing crops generally good.		
	Ranaghat	Nil			
Burdwan Div.	9 Jamore, „ 15 „	Nil	Weather—clear and cold. Prospects of crops satisfactory. Paddy is now expected to be about 13-anna crop. There is some cholera and fever about, but health generally good.		
	Jhenida	Nil			
	Magoorah	Nil			
	Narail	Not received.			
	Bongong	Nil			
Burdwan Div.	10 Moorshedabad, „ 15 „	Nil	Weather—seasonable. The estimated outturn of <i>amun</i> paddy continues to be a 6-anna crop, but here and there only a 2-anna crop will be reaped. The 6-anna estimate is the general average for the whole district. <i>Rubbee</i> crops are on the whole doing well, but in some quarters they have been damaged by caterpillars. Cholera still prevails in and near Moorshedabad city, and there are sporadic cases of the disease elsewhere, but not of a serious type. Common rice ranges from 14 seers per rupee at Berhampore to 14½ seers in the Jungipore sub-division.		
Burdwan Div.	11 Dinagepore, Nov. 14 '84	Nil	Weather—seasonably cold. Prospects of crops generally fair. Prospects of crops in the south of the district improved by late rain.		
	12 Rajshahye, „ 15 „	Nil			
	Natore	Nil			
	Nowgong	Nil			
	13 Rangpore, „ 15 „	Nil			
Burdwan Div.	Nitohamari	Nil	Weather—seasonable. Prospects of <i>amun</i> paddy bad. Tobacco, mustard, and potato still being sown; other winter crops doing well. Malarious fever prevalent, cholera has appeared in the Gaitbanda sub-division.		
	Kurigram	Nil			
	Gaitbanda	Nil			
	14 Bogra, „ 15 „	Nil			
	15 Pabna, „ 15 „	Nil			
Burdwan Div.	16 Darjeeling, „ 15 „	Nil	The cold weather has fairly set in. State and prospects of <i>amun</i> paddy very unfavourable over a large part of the district. The cold-weather crops doing well. There are still a number of cases of cholera and fever.		
	17 Jalpigore, „ 15 „	Nil			
				Weather—cool and cloudy. Winter crops promising. Harvesting of <i>amun</i> paddy has commenced.	
					Weather—splendidly clear and fine. Prospects of crops continue favourable. Fever prevalent in the Terai.

No.	District and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
<b>BENGAL. - <i>conold</i></b>			
<i>Eastern Districts.</i>			
<b>Dacca Divn.</b>	18 Dacca, Nov. 15 '84	Nil	Weather—cool and fine. Harvesting of <i>aman</i> paddy and sugarcane continues. Chillies, mustard and other winter crops being sown. Prospects of crops generally good. Sporadic cases of cholera in some parts of the district, otherwise public health generally good.
	Manickgunge	Nil	
	Moonsheggunge	Nil	
	Naraingunge	Nil	
	19 Forredepore, " 15	Nil	Weather—first three days of the week gloomy; since then fine. Paddy being harvested with fair outturn. Sugarcane doing well, and spring crops being sown. Cholera prevalent in almost every thana, and there is much fever everywhere.
	Gosalundo	Nil	
<b>Chittagong Divn.</b>	20 Backergunge, " 15	Nil	Weather—cloudy, sometimes clear. <i>Aman</i> crop has sustained some injury by the storm of the 1st instant in some parts of the district. General prospects fair. Prices stationary. Fever still prevalent.
	21 Mytensingh, " 14	Nil	Weather—seasonable. Prospects of crops good. Cholera prevalent more or less in different parts of the district.
	Jamainpore	Nil	
	Kishoregunge	Nil	
	Attia	Nil	
	Netrokona	Nil	
	22 Chittagong, Nov. 17 '84	0.01	Weather—seasonable. Prospects of crops favourable. Prices steady. Cholera continues. General health good.
	23 Noakhali, " 14	0.2	Weather—cloudy on the 11th and 12th, since fair. Late <i>sur</i> still being reaped. <i>Aman</i> paddy in ear. Rubbee crops being sown.
	Fenny	Nil	
	24 Tipperah, " 13	Nil	Weather—first part of the week bright and sunny, last three days cloudy. Prospects of <i>aman</i> paddy continue to be very favourable. Prices stationary. Scattered cases of cholera are reported, otherwise public health good.
<b>BEHAR.</b>	Brahmanbariah	Nil	
	Chandpore	Nil	
	25 Chittagong Hill Tracts, " 11	Nil	Weather—seasonable. Mornings cool and foggy, cloudy on the 11th instant. Cotton being gathered. Land being prepared for mustard. Plough-paddy doing well.
	Hill Tipperah, " 12	Nil	Weather—cool, but cloudy. Prospects of <i>aman</i> paddy good. <i>Til</i> (oil-seed) and cotton being gathered. Mustard, chillies and tobacco being sown. Public health generally good.
<b>Patna Divn.</b>	26 Patna, Nov. 15 '84	Nil	Weather—seasonable. Rubbee sowings going on. Seeds are germinating well. Paddy crops look healthy. Public health good.
	27 Gya, " 15	Nil	Weather—cold. Prospects of paddy improved to some extent where it had not withered; it is ripening now. Rubbee promising well everywhere. Poppy sowing completed almost everywhere, except in some villages in the east. Public health good.
	28 Shahabad, " 15	Nil	Weather—cool. Harvesting of winter paddy commenced with an estimated outturn of 11 annas. Rubbee and opium crops doing well.
	Buxar	Nil	
	Sasaram	Not received.	
	Phahbua	Nil	
	29 Darbhanga, " 15	Nil	Weather—seasonable. Early paddy nearly ready for reaping. Rubbee coming on well. Root crops are being gathered with good outturn. Poppy coming on well. Prices stationary. Public health generally good.
	Tajpur	Nil	
	Modhubani	Nil	
	30 Mozufferpore, " 8	Nil	Weather—fine and cool, with slight west winds. Paddy coming into ear. Sowings of rubbee almost completed, and the crops promise a good outturn. Poppy sowings almost over and plants growing well. Public health generally good.
	31 Saran, " 15	Nil	Weather—clear and cool. Paddy doing well and estimated to be a 7-anna crop. Rubbee promising. <i>Rakar</i> , potato and castor plants look excellent. Of 76,000 bigahs engaged for poppy, 68,500 have been sown. Weather favourable for its cultivation, and seeds coming on well. Prices of food-grains slightly fallen. Public health good.
	Sewna	Nil	
	Gopalgunge	Nil	
<b>Brasserie Divn.</b>	32 Champaran, " 15	Nil	Weather—seasonable. Prospects of crops continue favourable. Prices falling. Public health fair. The weather is beneficial to the cultivation of poppy, sowings are in progress and will soon be completed. Young plants are thriving. Prospects very good. Moisture abundant.
	33 Monghyr, Nov. 15 '84	Nil	Weather—cool and clear. <i>Aghani</i> paddy doing well. Rubbee sowings still going on and young plants getting on well. Sowing of poppy crop in progress. Prospects favourable. Prices stationary. Public health good.
	Bogusrai	Nil	
	Jamui	Nil	
	34 Bhagalpore, " 15	Nil	Weather—seasonable. Prospects of paddy fair. Rubbee coming on very well indeed. The people are not in difficulties for want of work. Prices slightly falling. General health good.
	35 Purneah, " 15	Nil	Weather—fine and clear. Very poor outturn of paddy is estimated in the Sudder and Monihari thanas, but prospects good in north. Prospects of rubbee good. Much fever prevalent.
	Kissengunge	Nil	
	Arrareah	Nil	
	36 Maldah, " 15	Nil	Weather—cold and bright. Condition of winter paddy not improved. Prospects of rubbee crops, viz. mustard, mufar, wheat and barley fair. Prices of rice 12 seers per rupee. Public health good.
	37 Sonthal Pergah, " 15	Nil	Weather—clear and cold. Prospects of rubbee crops continue good. Paddy on high lands being cut. Prices generally stationary.
	Doomka	Nil	
	Danghur	Nil	
	Godda	Nil	
	Rajshah	Nil	
	Pakour	Nil	

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
<b>ORISSA.</b>			
OAUSSA DIST.	38 Cuttack, Nov. 14 '84	Nil	Weather—cloudy for three days in the week, with a few drops of rain; now cool and fair. Early <i>sarad</i> being reaped. Late <i>sarad</i> ripening in some places. <i>Sarad</i> on low lands in ear. <i>Rubbee</i> progressing well. Prospects of paddy satisfactory. Common rice selling at from 16 to 20 seers per rupee in town and 25 seers on an average in the interior. Cholera still lingering in the town and in some parts of the Kendrapara sub-division.
	39 Poores, Khoorda „ 13 „	01 01	Weather—seasonable. Latter part of the week cloudy. Late <i>sarad</i> ripening. <i>Laghu sarad</i> being harvested. Miscellaneous crops doing well. Common rice selling at an average of 21 seers per rupee in the Baidar sub-division, and 22 seers 12 chittacks in the Khorda sub-division. Several cases of cholera are reported in town and in a few places in the district.
	40 Balasore „ 14 „	Nil	Weather—seasonable. Reaping of <i>sarad</i> crops commenced. <i>Rubbee</i> crops doing well. Sporadic cases of fever are reported, otherwise public health good.
<b>CHOTA NAGPORE.</b>			
<i>South-West Frontier Agency.</i>			
41	Hazaribagh, Nov. 15 '84	Nil	Weather—cold and pleasant. Cutting of paddy continues. Sowings of <i>rubbee</i> crops still going on. About two-thirds of poppy sowings completed, and the seed has germinated fairly well, but scarcity of water is greatly complained of. Public health generally good.
42	Lohardugga, „ 15 „	Nil	Weather—bright and cold. Paddy being harvested. Prospects of <i>rubbee</i> crops good. Prices stationary. A few cases of fever are reported from Daltongunj.
43	Singbhoom, „ 15 „	Nil	Weather—bright and cold. All crops doing well. Paddy being harvested. Outturn expected to be from 12 to 16 annas. Prospects of oil-seeds and pulses are also favourable. General health good.
44	Manbhoom, „ 15 „	Nil	Weather—bright and cool. Reaping of paddy continues. Spring crops promising fairly. Coarse rice (new) sold on the 15th instant in the Purulia market at 21 seers per rupee. Cattle-diseases reported from Purulia, Raghonathpore, Jhals, and Barrabazar.
	Govindpore „ „	Nil	

Published for general information.

CALCUTTA, STATISTICAL DEPT.,  
The 18th November 1884.COLMAN MACAULAY,  
Secy. to the Govt. of Bengal.



## Meteorological Report of the Province of Bengal

METEOROLOGICAL DIVISION.	DISTRICT.	Representative station.	STATION OBSERVATIONS.													Average humidity at 10 A.M.	Average cloud amount at 10 A.M. for week.	
			AIR PRESSURE.			WIND.		TEMPERATURE.										
			Mean barometric height, 10 A.M.	Mean reduced to sea-level.	Variation from mean.	Force by direction.	Mean wind velocity.	Highest during week.	Lowest during week.	Mean maximum temperature.	Mean minimum temperature of week.	Mean daily temperature of week.	Variation from normal mean of week.	Mean 19 A.M. temperature.				
CHINA.	Poores	Gopalpore	29.997	30.047	—	N & NNW	301	80.6	64.9	78.7	78.0	78.6	—	78.0	80	3.1		
		False Point	30.032	30.034	+0.018	NE	144	82.9	69.0	80.2	64.2	72.2	—3.0	78.5	68	3.2		
	Cuttack	Cuttack	29.977	30.040	+0.025	ENE	27	82.5	67.3	82.7	65.5	74.1	—3.0	77.2	81	3.1		
	Balasore	Balasore	30.010	30.076	—	NE	55.6	83.5	65.5	80.7	61.4	71.1	—	74.5	83	3.3		
SOUTH-WEST MIDNAPORE.	South-West Midnapore	Saugor Island	30.030	30.046	+0.016	NNE & NNW	166	81.0	68.0	80.1	64.7	72.4	—3.4	74.6	65	3.1		
	South St. Pergunnahs	Midnapore	29.920	30.018	—	N	80.2	82.0	63.2	70.9	59.2	69.6	—	75.4	84	3.0		
	Midnapore	Midnapore	29.920	30.018	—	N	80.2	82.0	63.2	70.9	59.2	69.6	—	75.4	84	3.0		
	St. Pergunnahs	Calcutta	30.039	30.001	+0.024	N & NW	76	80.6	60.3	79.3	60.6	71.5	—2.9	73.8	59	4.6		
SOUTH-WEST BENGAL.	Howrah	Howrah	29.975	30.017	+0.020	NNW	42.9	81.7	61.7	80.3	60.5	70.4	—4.3	73.0	55	3.3		
	Hoochly	Hoochly	29.975	30.017	+0.020	NNW	42.9	81.7	61.7	80.3	60.5	70.4	—4.3	73.0	55	3.3		
	Burdwan	Burdwan	29.975	30.017	+0.020	NNW	42.9	81.7	61.7	80.3	60.5	70.4	—4.3	73.0	55	3.3		
	Bankura	Bankura	29.975	30.017	+0.020	NNW	42.9	81.7	61.7	80.3	60.5	70.4	—4.3	73.0	55	3.3		
SOUTH-WEST BENGAL.	Boerboom	Boerboom	29.975	30.017	+0.020	NNW	42.9	81.7	61.7	80.3	60.5	70.4	—4.3	73.0	55	3.3		
	West Burdwan	West Burdwan	29.975	30.017	+0.020	NNW	42.9	81.7	61.7	80.3	60.5	70.4	—4.3	73.0	55	3.3		
	Moorsheadabad	Moorsheadabad	29.975	30.017	+0.020	NNW	42.9	81.7	61.7	80.3	60.5	70.4	—4.3	73.0	55	3.3		
	Nudden	Nudden	29.975	30.017	+0.020	NNW	42.9	81.7	61.7	80.3	60.5	70.4	—4.3	73.0	55	3.3		
SOUTH-WEST BENGAL.	Jessore	Jessore*	30.014	30.048	+0.026	N	52	82.2	69.0	81.1	62.8	72.0	—3.3	73.0	66	3.7		
	Khoolna	Chittagong	29.955	30.021	+0.019	NE & Calm	34	82.1	65.0	79.5	66.0	72.5	—3.1	75.1	84	3.4		
	Chittagong	Chittagong	29.955	30.021	+0.019	NE & Calm	34	82.1	65.0	79.5	66.0	72.5	—3.1	75.1	84	3.4		
	Chittagong Hill Tracts	Demasiri	29.969	—	—	N	Out of order, out of order, 30	77.4	62.4	79.1	64.9	70.0	—	74.4	56	1.6		
SOUTH-WEST BENGAL.	Backergunge	Barrisal	29.979	30.028	—	NNW	—	81.2	67.3	79.4	65.6	72.5	—	75.0	76	3.3		
	Noakhali	Noakhali	29.976	—	—	N	—	80.0	68.0	79.3	63.3	71.4	—	75.6	68	3.5		
	Faridpur	Faridpur	30.014	30.037	+0.031	NW	31	86.5	61.3	80.3	63.6	72.0	—4.2	77.0	73	3.0		
	Dacca	Dacca	29.980	30.020	—	NW	14.1	82.4	61.9	80.0	63.3	71.9	—	73.5	76	2.4		
SOUTH-WEST BENGAL.	Comilla	Comilla	29.970	—	—	ENE	60.4	82.4	61.1	82.0	63.4	73.7	—	77.9	73	3.7		
	Mymensingh	Mymensingh	29.970	—	—	ENE	60.4	82.4	61.1	82.0	63.4	73.7	—	77.9	73	3.7		
	Bogra and Pabna	Narajunge	29.968	30.046	—	NW	36.5	81.0	63.4	80.4	60.9	70.7	—	76.1	60	3.0		
	Rajshahi	Rajshahi	29.971	30.047	—	N	37.9	79.0	64.2	79.0	67.3	69.2	—	76.1	60	0.8		
SOUTH-WEST BENGAL.	Thakurgaon	Thakurgaon	29.976	30.038	—	NE	31.0	84.1	66.2	80.5	66.5	69.7	—	76.3	60	0.1		
	Rangpur	Rangpur	29.927	30.050	—	E	43	82.8	64.0	81.1	67.3	69.5	—	73.2	70	0.6		
	Jalpaiguri	Jalpaiguri	29.744	30.040	—	E	60.4	81.0	61.1	81.3	63.6	61.9	—	77.0	60	1.3		
	Cooch Behar	Cooch Behar	29.744	30.040	—	E	60.4	81.0	61.1	81.3	63.6	61.9	—	77.0	60	1.3		
SOUTH-WEST BENGAL.	Darjeeling Hill Districts	Darjeeling	29.981	—	—	Calm & NE	27	82.6	68.0	84.3	36.8	46.8	—	50.1	59	1.7		
	Purneah	Purneah*	29.976	30.039	+0.046	Calm	?	84.0	64.0	82.4	66.6	70.2	—3.3	72.7	66	0.7		
	North Bhagulpore	North Bhagulpore	29.976	30.039	+0.046	Calm	?	84.0	64.0	82.4	66.6	70.2	—3.3	72.7	66	0.7		
	Moosierpore	Moosierpore	29.911	30.035	+0.074	NW	153	80.8	67.9	76.6	60.9	69.3	—3.0	72.1	68	1.0		
SOUTH-WEST BENGAL.	Durbhunga	Durbhunga	29.935	30.009	—	NW	81.5	81.3	61.6	80.3	66.0	61.2	—	73.2	59	0.6		
	Champanur	Champanur	29.935	30.009	—	NW	81.5	81.3	61.6	80.3	66.0	61.2	—	73.2	59	0.6		
	Saran	Chupra	29.846	—	—	WNW	15.6	81.3	63.2	79.6	66.7	65.3	—	73.2	60	1.7		
		Behree	29.716	30.063	—	SEW	133.6	80.9	63.0	77.7	67.7	61.7	—	72.9	40	1.1		
SOUTH-WEST BENGAL.	Shahabad	Kuxar	29.622	30.071	—	WNW	140.7	81.4	63.4	80.2	66.0	63.1	—	70.6	50	0.9		
		Arrah	29.561	30.064	—	W&W	22.5	84.3	61.1	80.2	64.9	61.0	—	72.4	33	1.1		
	Gya	Gya	29.581	30.073	?	Calm	30.1	82.3	61.2	81.1	63.7	64.4	—4.1	70.5	43	0.9		
	Patna	Banzipore	29.913	30.103	+0.040	W	34.2	80.3	69.8	72.8	66.0	69.7	—3.8	72.2	49	1.4		
SOUTH-WEST BENGAL.	South Bhagulpore	South Bhagulpore	29.846	30.064	—	WNW	31	80.4	63.4	75.6	65.6	67.1	—	74.1	57	0.4		
	Meughly	Meughly	29.846	30.064	—	WNW	31	80.4	63.4	75.6	65.6	67.1	—	74.1	57	0.4		
	South Bhagulpore	South Bhagulpore	29.846	30.064	—	WNW	31	80.4	63.4	75.6	65.6	67.1	—	74.1	57	0.4		
	Hararibagh	Hararibagh*	29.019	30.082	+0.014	NW	129.3	77.2	61.8	76.6	64.3	64.6	—4.2	67.3	40	2.0		
SOUTH-WEST BENGAL.	Lonardunga	Lonardunga	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
SOUTH-WEST BENGAL.	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
SOUTH-WEST BENGAL.	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
SOUTH-WEST BENGAL.	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
SOUTH-WEST BENGAL.	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
SOUTH-WEST BENGAL.	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6	52.0	61.4	—	68.7	63	0.3		
	Marbhoom	Marbhoom	27.833	30.003	—	—	—	70.9	47.3	72.6								

for the week ending Friday, the 14th of November 1884.

Rainfall of week at observing station.	DISTRICT OBSERVATIONS.										Representative station.	DISTRICT.	METEOROLOGICAL DIVISION.
	RAINFALL.												
	Of week.		Since 1st of month.			Since 15th May.			Average number of rainy days.	Normal number of rainy days.			
	Mean for district.	Normal mean.	Mean for district.	Normal mean.	Variation.	Mean for district.	Normal mean.	Variation.					
Nil	—	—	—	—	—	—	—	—	—	—	Gopalpore	Pooree	ORISSA.
0.00	0.00	0.13	0.05	1.23	-1.18	40.48	53.59	-13.10	1.3	0.3	False Point	...	
Nil	Nil	0.04	Nil	0.60	-0.56	47.03	51.25	-4.22	0.0	0.1	Cuttack	Cuttack	
Nil	Nil	0.10	0.02	0.53	-0.43	50.07	53.21	-3.14	0.0	0.2	Balasore	Balasore	
Nil	Nil	0.03	Nil	0.60	-0.57	50.50	51.55	-1.05	0.0	0.2	Sauar Island	South-West Midnapore	SOUTH-WEST BENGAL.
Nil	Nil	0.01	Nil	0.23	-0.22	43.01	46.73	-3.72	0.0	0.1	Midnapore	Midnapore	
Nil	Nil	0.03	0.03	0.33	-0.30	40.03	50.74	-10.71	0.0	0.1	Calcutta	Howrah	
Nil	Nil	0.03	Nil	0.37	-0.34	38.02	46.13	-8.11	0.0	0.1	Burdwan	Burdwan	
Nil	Nil	0.03	0.05	0.24	-0.19	38.04	50.05	-12.01	0.0	0.1	Ranigunge	Ranigunge	SOUTH-WEST BENGAL.
Nil	Nil	0.12	Nil	0.30	-0.18	35.42	49.58	-14.16	0.0	0.2	Barhampore	Moorshedabad	
Nil	Nil	0.04	Nil	0.30	-0.26	38.42	46.30	-7.88	0.0	0.1	...	Nadua	
Nil	Nil	0.05	0.25	0.34	-0.09	53.11	52.83	+0.28	0.0	0.3	Jessore	Jessore	
0.01	0.00	0.20	2.74	1.01	+1.73	108.63	111.39	-2.76	0.5	0.5	Chittagong	Chittagong	SOUTH-WEST BENGAL.
Nil	Nil	0.14	2.41	1.33	+1.08	62.86	85.32	-22.46	0.0	0.6	Dumagiri	Chittagong Hill Tracts	
Nil	Nil	0.07	4.25	0.79	+3.46	83.23	78.08	+5.15	0.0	0.4	Barisal	Barisal	
Nil	0.01	0.52	7.23	1.53	+5.70	95.44	109.38	-13.94	0.5	0.3	Nasirhat	Nasirhat	
Nil	Nil	0.03	0.53	0.29	+0.24	43.88	56.78	-12.90	0.0	0.1	Farrukpore	Farrukpore	SOUTH-WEST BENGAL.
Nil	Nil	0.03	0.75	0.48	+0.27	47.61	58.48	-10.87	0.0	0.2	Dacca	Dacca	
Nil	Nil	0.08	1.81	0.52	+1.29	64.15	73	-9.85	0.0	0.3	Comilla	Comilla	
Nil	Nil	0.09	0.54	0.31	+0.23	40.04	53.44	-13.40	0.0	0.2	Mymensingh	Mymensingh	
Nil	Nil	0.14	0.13	0.37	-0.24	87.71	53.70	+34.01	0.0	0.1	Serajpore	Serajpore	SOUTH-WEST BENGAL.
Nil	Nil	0.10	Nil	0.24	-0.14	34.05	53.10	-19.05	0.0	0.1	Rangpur	Rangpur	
Nil	Nil	0.03	Nil	0.08	-0.05	38.76	55.37	-16.61	0.0	0.1	Dinapore	Dinapore	
Nil	Nil	0.11	Nil	0.11	-0.11	40.43	75.39	-34.96	0.0	0.1	Rangpur	Rangpur	
Nil	Nil	0.02	Nil	0.02	-0.02	95.26	112.80	-17.54	0.0	0.1	Jalpaiguri	Jalpaiguri	SOUTH-WEST BENGAL.
Nil	Nil	0.04	Nil	0.13	-0.09	113.01	151.93	-38.92	0.0	0.3	Darjeeling	Darjeeling Hill Districts	
Nil	Nil	0.02	Nil	0.04	-0.02	65.18	57.60	+7.58	0.0	0.1	Furness	Furness	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Mosufferpore	Mosufferpore	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Dumagiri	Dumagiri	SOUTH-WEST BENGAL.
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Mothari	Mothari	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Chupra	Chupra	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Dehra	Dehra	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Buxar	Buxar	SOUTH-WEST BENGAL.
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Arrah	Arrah	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Gya	Gya	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Bankipore	Bankipore	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Bhagulpore	South Bhagulpore	SOUTH-WEST BENGAL.
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Bhagulpore	Bhagulpore	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Dooars	Dooars	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Hazratnagar	Hazratnagar	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Manikpur	Manikpur	SOUTH-WEST BENGAL.
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Manikpur	Manikpur	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Manikpur	Manikpur	
Nil	Nil	0.01	Nil	0.05	-0.04	31.70	43.08	-11.38	0.0	0.1	Manikpur	Manikpur	

period for the past ten years. The variations are negative when the mean for the week is less than the corresponding normal mean, and positive when greater. The number denoting cloud amount represents the part of the sky covered, the whole sky being denoted by 10. Under the head "district observations" are the means for the period in question during the past 12 years. The means for the "district" are the arithmetical averages of the rainfall returns received from all stations in which at least an hundredth of an inch fell.

## Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 14th November 1884.

Meteorological division.	District.	Station.	RAINFALL.							TOTAL.		Total rainfall from 1st to 14th November 1884.	Average total rainfall from 1st to 14th November.	Total rainfall since 16th May 1884.	Average rainfall from 16th May to date.
			Saturday, 8th November.	Sunday, 9th November.	Monday, 10th November.	Tuesday, 11th November.	Wednesday, 12th November.	Thursday, 13th November.	Friday, 14th November.	Number of rainy days.	of Rainfall week.				
ORISSA.	Poonch.	Poonch	0.00	0.00	0.00	0.01	0.00	0.00	0.00	1	0.01	0.01	1.40	58.53	51.58
		Khurda	0.00	0.00	0.00	0.01	0.02	0.00	0.00	1	0.03	0.03	1.30	59.27	57.97
		Bampur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	1.42	57.01	50.98
		Andra Patna	0.00	0.00	0.00	0.03	0.00	0.00	0.00	1	0.03	0.03	1.89	61.84	65.84
	Cuttack.	Jagatsinghpore	0.00	0.00	0.00	0.01	0.00	0.00	0.00	1	0.01	0.01	0.87	48.12	46.39
		Banks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.87	48.12	46.39
		Kandrapara	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.87	48.12	46.39
	Balasore.	Chandbali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.87	48.12	46.39
		Bhadrak	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.87	48.12	46.39
		Balasore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.87	48.12	46.39
SOUTH-WEST BENGAL.	Midnapore.	Midnapore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Sankar Island	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Tamook	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Midnapore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
	24 Parganas.	Diamond Harbour	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Alipore Jail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Barrackpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Dum-Dum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
	Howrah.	Howrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Howrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
Howrah		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Howrah		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Hooghly.	Hooghly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Hooghly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Hooghly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Hooghly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Hurdwan.	Culna	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Hurdwan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Culna	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Hurdwan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Ranchpore.	Ranchpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Ranchpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Ranchpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Ranchpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Beerbhoom.	Beerbhoom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Beerbhoom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Beerbhoom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Beerbhoom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Nadda.	Nadda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Nadda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Nadda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Nadda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Kachola.	Kachola	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Kachola	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Kachola	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Kachola	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Jessore.	Jessore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Jessore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Jessore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Jessore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Moorthadabad.	Moorthadabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Moorthadabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Moorthadabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Moorthadabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
EAST BENGAL.	Chittagong.	Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
	Backergunge.	Backergunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Backergunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Backergunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Backergunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
	Noakhally.	Noakhally	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
		Noakhally	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06
Noakhally		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Noakhally		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Farrakka.	Farrakka	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Farrakka	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Farrakka	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Farrakka	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Dacca.	Dacca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Dacca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Dacca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Dacca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Comilla.	Comilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Comilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Comilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Comilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
Bhagalpur.	Bhagalpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Bhagalpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	
	Bhagalpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.71	60.65	61.06	

## Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 14th November 1884—continued.

Meteorological division.	District.	Station.	RAINFALL.							TOTAL.		Total rainfall from 1st to 14th November 1884.	Average total rainfall from 1st to 14th November.	Total rainfall since 1861 May 1884.	Average rainfall from 1861 May to date.
			Saturday, 8th November.	Sunday, 9th November.	Monday, 10th November.	Tuesday, 11th November.	Wednesday, 12th November.	Thursday, 13th November.	Friday, 14th November.	Number of rainy days.	of Rainfall week.				
NORTH BENGAL.	Pabna	Pabna	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.18	42.34	53.94
		Bornagunge	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.42	49.13	52.35
	Bogra	Sherpore	.....	.....	.....	.....	.....	.....	.....	NH	NH	0.47	0.72	57.23	61.28
		Nowkhilla	.....	.....	.....	.....	.....	.....	.....	NH	NH	0.46	0.73	58.14	61.28
		Isoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	0.46	0.73	57.69	61.07
	Rajshahi	Panchbibi	.....	.....	.....	.....	.....	.....	.....	NH	NH	0.01	0.01	59.07	53.34
		Benarsh	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.18	53.59	53.37
	Maidah	Natore	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.52	56.18	58.41
		Nowgong	.....	.....	.....	.....	.....	.....	.....	NH	NH	0.10	?	41.86	?
	Dinapore	Maidah	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.20	58.81	59.41
		Mohadepore	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.16	56.08	58.72
		Churamon	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.11	44.41	49.65
		Rangunge	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.10	42.20	54.26
	Bansipore	Dumkapore	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.17	54.05	58.82
		Bidourhat	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	?	57.72	?
		Bidourhat	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.08	43.37	61.65
		Bidourhat	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.11	56.37	74.30
	Jalpaiguri	Bidourhat	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.12	48.67	74.19
		Bidourhat	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.13	46.59	90.48
		Bidourhat	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.10	70.65	115.98
		Bidourhat	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.10	70.65	115.98
	Cooch Behar	Cooch Behar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	54.36	104.78
		Cooch Behar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	119.02	119.02
		Cooch Behar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	81.74	110.72
		Cooch Behar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	60.55	126.75
	Imphooling Hill.	Imphooling Hill	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	181.00	100.94
		Imphooling Hill	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.32	85.63	?
		Imphooling Hill	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.05	50.11	107.16
		Imphooling Hill	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	?	64.20	?
NORTH BENGAL.	Purneah	Kishanganj	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.03	65.76	66.29
		Purneah	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.03	51.02	62.71
	North Bhagal pore.	Purneah	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.07	40.39	60.63
		Madhapore	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.03	37.60	49.31
	Murbhanga	Madhapore	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	39.29	46.32
		Tajpore	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.05	23.77	40.17
	Moulvibazar	Moulvibazar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.01	20.33	40.17
		Moulvibazar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	40.64	45.05
	Moulvibazar	Moulvibazar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	36.03	39.71
		Moulvibazar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.06	52.45	66.43
	Chittagong	Moulvibazar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.07	34.06	41.05
		Moulvibazar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	41.51	41.11
SOUTH BENGAL.	Baran	Moulvibazar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	44.63	67.43
		Moulvibazar	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	44.63	67.43
	Gopalganj	Gopalganj	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.05	30.30	63.00
		Gopalganj	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.04	23.70	43.34
	Shahabad	Gopalganj	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.06	32.39	37.91
		Gopalganj	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	28.70	37.90
	Gye	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.07	51.37	?
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.40	33.04	40.49
	Gye	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.04	34.04	39.04
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.00	39.21	37.04
	Patna	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.16	38.24	40.09
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.23	21.01	40.50
CALCUTTA NAG-PUR.	Patna	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.11	21.54	35.50
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.18	27.20	39.04
	Patna	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.08	20.84	40.55
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.08	30.24	38.97
	Patna	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.17	15.05	41.84
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.17	31.63	39.44
	Monghyr	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.25	25.30	38.09
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.09	31.20	60.11
	South Bhagal pore.	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.03	25.70	44.44
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	25.08	31.08
	Moulvibazar	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.25	25.08	31.08
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.08	25.08	31.08
CALCUTTA NAG-PUR.	Moulvibazar	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.14	51.47	48.47
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.07	25.14	45.12
	Moulvibazar	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.05	34.02	61.13
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.05	34.02	61.13
	Moulvibazar	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.11	20.00	53.51
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.13	51.11	45.00
	Moulvibazar	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.39	47.13	40.44
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	47.13	40.44
	Moulvibazar	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.30	28.65	40.65
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.23	38.49	40.72
	Moulvibazar	Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.29	30.60	46.60
		Deoria	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.60	30.41	47.61
CALCUTTA NAG-PUR.	Lohardugga	Lohardugga	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	?	40.41	?
		Lohardugga	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.54	49.91	54.80
	Lohardugga	Lohardugga	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.39	20.07	41.78
		Lohardugga	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	20.07	41.78
	Singbhoon	Chyemana	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.20	44.07	50.96
		Chyemana	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	44.07	50.96
	Moulvibazar	Chyemana	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.17	56.25	60.12
		Chyemana	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	0.19	50.13	60.12
	Moulvibazar	Chyemana	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	50.13	60.12
		Chyemana	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	50.13	60.12
	Moulvibazar	Chyemana	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	50.13	60.12
		Chyemana	.....	.....	.....	.....	.....	.....	.....	NH	NH	NH	NH	50.13	60.12

Explanation.—Indicates that no rain has fallen. If the return for any day has not been received, the corresponding space is left blank. If any of the returns are wanting, the corresponding spaces in the total rainfall column are left blank.

CALCUTTA, the 17th November 1884.



# SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL DURING THE WEEK ENDING THE 14TH NOVEMBER 1884.

There is little to note in the meteorology of the past week. North-east monsoon winds prevailed over the greater part of the Bay and continued to give heavy rain to the South Coromandel coast and Ceylon until the 15th, when the rain ceased. A rather rapid fall of the barometer, extending from the 9th to the 12th, initiated a change in the distribution of pressure in the Bay. Previously pressure was lowest in the south-west of the Bay, and decreased in amount from the head of the Bay southwards. The area of low pressure was transferred to Aracan and Burmah, so that pressure increased from east to west across the Bay. This condition was established on the 14th and still obtains. During the period of falling barometer, skies clouded over generally in Bengal and Behar, and a few light showers fell in Orissa and East Bengal. The rise of the barometer on the 13th was speedily followed by the disappearance of the cloud, and fine clear dry weather was again established over the Province on the 13th or 14th.

Pressure was increasing at the commencement of the week. This continued until the 9th, when it began to give way. It diminished slowly, but continuously, until the morning of the 12th, when a slight recovery commenced. The oscillations of the barometer are usually of little importance in November. The only noteworthy feature is that there is always a tendency to the formation of cloud during falling barometer, and this was shown very distinctly during the past week. The sky clouded over on the 11th and 12th, and began to clear again on the 13th with a rising barometer. The mean pressure of the week was considerably above the normal. The excess averaged  $\cdot 02''$  in Orissa,  $\cdot 03''$  in South Bengal, and  $\cdot 05''$  to  $\cdot 07''$  in Behar.

Temperature was unusually low during the week. This was mainly due to the low night temperature, which at present accompanies the steady prevalence of dry northerly winds. The mean temperature of the week was from  $3\frac{1}{2}^{\circ}$  to  $4\frac{1}{2}^{\circ}$  below the normal in Bengal, Behar, and Chutia Nagpur, and nearly  $3^{\circ}$  in Orissa. The deficiency in the temperature was hence very uniform over the Province. The following table shows the diminution in the night temperature during the week at several stations:—

				Minimum temperature, Nov. 8th.	Minimum temperature, Nov. 14th.	Decrease.
Cuttack	...	...	...	65.8	57.3	8.5
Calcutta	...	...	...	64.2	62.2	2.0
Burdwan	...	...	...	62.9	58.9	4.0
Dacca	...	...	...	62.9	61.9	1.0
Darjeeling	...	...	...	39.2	36.0	3.2
Dehree	...	...	...	58.8	57.0	1.8
Gya	...	...	...	54.0	51.2	2.8
Hazaribagh	...	...	...	53.6	51.8	1.8

**Humidity and Rainfall.**—The air was unusually dry at the commencement of the week. The humidity increased slightly during the cloudy period extending from the 10th to the 12th or 13th, and then diminished. A few very light showers fell in the Pooree and Cuttack districts of Orissa and in East Bengal on the 12th and 13th. The rainfall was of no importance.

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the week ending Friday, the 14th November 1884:—

METEOROLOGICAL DIVISIONS.	TEMPERATURE.						RAINFALL.									
	Highest observed during week.	Lowest observed during week.	Averages for week.			Average mean of week above or below normal when of week.	Of week.			Raining days.			Since 1st of month.		Since 15th May.	
			(1) Highest of each day.	(2) Lowest of each day.	(3) Mean for each day.		Average.	Normal average.	Variation.	Average number in week.	Normal average number in week.	Variation.	Average.	Normal average.	Average.	Normal average.
Orissa	83.8	56.5	80.6	65.8	73.2	-2.8	0.02	0.06	-0.07	0.2	0.8	-0.7	0.08	0.90	51.79	53.76
South-West Bengal	85.0†	53.2	80.5	61.2	74.9	-2.5	Nil	0.08	-0.08	0.9	0.1	-0.1	0.00	0.34	46.51	51.07
East Bengal	85.3	50.6	79.6	64.8	72.0	-2.7	0.01	0.12	-0.11	0.1	0.3	-0.2	2.21	0.40	50.34	70.29
North Bengal	84.6	41.1	70.7	56.6	64.2	—	Nil	0.09	-0.09	0.0	0.1	-0.1	0.04	0.17	53.15	71.42
North Behar	84.6*	51.5*	68.0*	56.8*	64.7*	-2.6*	Nil	0.01	-0.01	0.0	0.1	-0.1	Nil	0.08	50.10	47.06
South Behar	84.8	51.1	70.4	56.1	67.8	-2.7	Nil	0.08	-0.08	0.0	0.1	-0.1	Nil	0.15	36.11	48.44
Chutia Nagpur	77.4†	47.9†	74.7†	52.7†	65.6†	-4.2†	Nil	0.08	-0.08	0.0	0.2	-0.2	Nil	0.20	38.49	47.25

\* Mozufferpore not included.  
† Chyabasa not included.

METEOROLOGICAL OFFICE, BENGAL;

JOHN ELIOT,

The 17th November 1884.

Meteorological Reporter to the Govt. of Bengal.

## Results of the Meteorological Observations taken at the Alipore Observatory from 9th to 15th November 1884.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 55° Fahr.	TEMPERATURE.				HYGROMETER.				WIND.		Rain.	WEATHER.
					Mean.	Minimum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.	Miles recorded.		
1884.		°		Inches.	°	°	°	°	Inches.	°	%				Inches.	
Nov.	9th	140.5	10.6	29.979	71.1	70.0	11.1	68.2	65.5	0.486	66.2	65	NW and calm	88	Nil.	Chiefly cloudy.
"	10th	140.8	4.0	29.977	70.8	70.3	10.5	68.4	65.1	0.449	61.0	74	NW and calm	57	"	Chiefly cloudy.
"	11th	136.7	0.1	29.960	70.5	71.6	11.1	68.2	65.7	0.571	62.7	77	NW and calm	51	Not measurable.	Cloudy, c, g, d.
"	12th	129.8	4.3	29.977	70.0	71.9	11.9	66.5	64.0	0.540	61.1	75	NW, NNW and calm	77	Nil.	Morning cloudy.
"	13th	135.7	10.5	29.985	69.1	70.2	11.1	60.1	62.3	0.476	67.4	69	N, NNW and calm	98	"	day and night clear, c.
"	14th	138.5	10.5	29.951	70.1	70.1	17.0	62.1	63.9	0.469	67.9	68	NW and NNW	123	"	Clear.
"	15th	135.5	10.0	29.913	70.8	80.6	17.8	63.0	63.4	0.45	59.0	64	NNW and NW	136	"	Partially cloudy.

The mean pressure of the seven days

The average pressure of the corresponding period for 24 years, S. G.'s Office

The total number of hours of bright sunshine

The maximum possible number of hours of sunshine

The mean temperature of the seven days

The average temperature of the corresponding period for 24 years, S. G.'s Office

The extreme variation of temperature

The maximum temperature

The highest velocity of the wind in one hour

The highest pressure of wind on one square foot

The mean relative humidity

The average relative humidity of the corresponding period for 24 years, S. G.'s Office

The total fall of rain from 9th to 15th November 1884

The average fall of the corresponding period for 24 years, S. G.'s Office

The total fall from 1st January to 15th November 1884

The average fall of the corresponding period for 24 years, S. G.'s Office

The mean pressure, temperature, &amp;c., are deduced from the traces of the Barograph and Thermograph, and from observations made at 6h, 10h, 16h, and 22h.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard Newman's No. 86 formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of an Osler's anemograph and from a Robinson's anemometer.

The mouth of the rain-gauge is one foot above the ground.

c overcast, g gloomy, d drizzling rain, a dew.

HENRY F. BLANFORD,

METEOROLOGICAL OFFICE, INDIA;  
Calcutta, the 17th November 1884.

Meteorological Reporter to the Government of India.

**Results of the Thermometrical Observations taken at the Meteorological Office,  
Chowringhee, from 9th to 15th November 1884.**

MONTH.	Date.	TEMPERATURE.				Mean wet bulb.	HYGROMETRY.			Rain.
		Mean.	Maximum.	Range.	Minimum.		Vapour tension.	Dew point.	Humidity.	
		°	°	°	°	°	Inches.	°	%	Inches.
November	9th	71.4	79.3	17.9	61.4	66.7	.489	58.3	68	Nil
"	10th	70.8	77.0	16.1	61.9	65.6	.559	62.1	74	"
"	11th	69.2	71.2	8.4	64.9	65.1	.565	62.4	79	"
"	12th	70.3	76.9	11.9	64.9	65.6	.569	62.4	77	"
"	13th	69.6	75.3	19.3	69.1	68.1	.492	58.5	68	"
"	14th	70.8	79.0	18.1	60.9	64.6	.581	60.5	72	"
"	15th	71.1	79.8	17.6	62.3	64.5	.621	60.1	69	"

The mean temperature of the seven days ... .. 70.4

The extreme variation of temperature ... .. 20.7

The maximum temperature ... .. 79.8

The mean relative humidity ... .. 72

The total fall of rain from 9th to 15th November 1884 ... .. Nil

The mean temperature and humidity are obtained by applying to the mean of the 10h, 16h and minimum readings a correction dependent on the range, and derived from the hourly observations at the Surveyor-General's Office, Chowringhee, in past years.

METEOROLOGICAL OFFICE, INDIA;  
Calcutta, the 17th November 1884.

H. F. BLANFORD,  
Meteorological Reporter to the Govt. of India.

MEMORANDA.

THE principal features to be deduced from the mortuary statistics of the districts in Bengal, for the month of September 1884, as presented in the statement appended to this memoranda, are the following:—

1. That the deaths of 100,532 persons were registered in these districts among their population of 66,163,884, representing an annual ratio of 18·12 per 1,000 against 19·56 per 1,000 in the preceding month, and 18·36 per 1,000 during the corresponding month of 1883.

2. That the following districts returned the highest proportions of deaths:—

Districts.			Ratio per mille.	Districts.			Ratio per mille.
Gya	...	...	37·56	Rajshahye	...	...	26·28
Nuddea	...	...	32·28	Sarun	...	...	24·48
Patna	...	...	27·84	Darjeeling	...	...	24·36
Hamiribagh	...	...	27·12				

3. That the mortality from the principal death-causes specified in the following table exhibits no marked difference in comparison with the results of the corresponding month of the past year:—

			Ratio per mille during—	
			September 1884.	September 1883.
Cholera	...	...	·80	·36
Small-pox	...	...	·94	·03
Fever	...	...	13·56	13·92
Bowel-complaints	...	...	·72	·84
Injury	...	...	·48	·48
Other causes	...	...	2·40	2·40

4. That the highest fatal results from cholera, fever, and the diseases classed under the head of "other causes," were returned from the following districts, the rest of the diseases not proving noticeably fatal anywhere:—

Cholera.		Fever.		Other Causes.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.
Outtaek	5·76	Gya	30·72	Poori	10·20
Poori	3·72	Nuddea	26·68		
Noakhali	3·12	Rajshahye	24·96		
Sarun	2·16				

5. That the death-rates under the heads of Sex, Class and Age, stand as indicated below:—

According to Sex.		According to Class.		According to Age.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.
Males	19·68	Christians	12·96	Under 1 year	111·72
Females	18·68	Hindus	18·06	1 and under 5 years	22·56
Ratio of male deaths to every 100 female deaths	116	Mahomedans	16·68	5 " 10 "	10·68
		Budhists	13·92	10 " 15 "	9·60
		Other classes	17·76	15 " 20 "	12·00
				20 " 30 "	11·76
				30 " 40 "	13·44
				40 " 50 "	17·04
				50 " 60 "	25·08
				60 years and upwards	40·08

R. LIDBERDALE, M.D., Deputy Surgeon-General,

The 17th November 1884.

Sanitary Commissioner for Bengal.



Statement showing the Results of the Registration of Deaths in the Districts in Bengal for the month of September 1884.

DISTRICTS.		POPULATION.		DEATHS FROM--										RATIO PER 1,000 OF POPULATION PER ANNUM.		COMPARISON WITH PREVIOUS PERIOD.		DEATHS AMONG--		RATIO PER 1,000 OF POPULATION PER ANNUM.		Ratio of male deaths to every 100 female deaths.	
				DISEASE.																			

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OFFICE OF SANITARY COMMISSIONER FOR BENGAL.

The 17th November 1881.

R. LIDDERDALE, M.A., Deputy Surgeon-General,  
Sanitary Commissioner for Bengal.

## MEMORANDA.

Births and deaths were registered in the first class Municipalities in Bengal during the week ending 1st November 1884, at the rates, respectively, of 21.0 and 31.3 per 1,000 of population, against 25.8 and 28.7 per 1,000, respectively, during the preceding week ending 25th October, indicating a fair advance in the registration of deaths against a large decrease in that of births.

2. In the following Municipalities births and deaths are reported to have been recorded at the highest rates:—

Births.				Deaths.			
			Ratio per mille.				Ratio per mille.
Serampore	...	...	30.2	Purneah	...	...	69.2
Howrah	...	...	33.5	Poori	...	...	62.1
Gya	...	...	30.1	Dacca	...	...	52.5
				Gya	...	...	45.8
				Suburbs of Calcutta	...	...	40.8
				Hughli	...	...	36.2
				Burdwan	...	...	35.1
				Darjiling	...	...	32.6
				Kishnaghur	...	...	32.2
				Patna	...	...	30.6
				Howrah	...	...	29.0
				Beauleah	...	...	28.9

3. The principal diseases specified in the table appended to this memoranda proved fatal at the rates exhibited below:—

				Ratio per mille during the weeks ending—	
				1st November 1884.	25th October 1884.
Cholera	...	...	...	2.0	1.8
Small-pox	...	...	...	1	1
Fever	...	...	...	15.1	13.3
Bowel-complaints	...	...	...	4.5	4.7
Injury	...	...	...	2	3
Other causes	...	...	...	8.4	8.4

showing that, in comparison with the preceding week, there occurred a noticeable increase of mortality from fever, and the diseases classed under the head of "Other Causes," particularly from the first-named disease.

4. Of the abovementioned diseases only cholera, fever, and "other causes" were noticeably fatal to life in the Municipalities named below:—

Cholera.			Fever.			Other Causes.		
	Ratio per mille.			Ratio per mille.			Ratio per mille.	
Poori	17.1	Purneah	...	62.3	Poori	...	29.9	
Chupra	4.8	Dacca	...	27.9	Dacca	...	20.2	
Durbhanga	4.7	Burdwan	...	27.4	Hughli	...	14.8	
Suburbs of Calcutta	3.3	Darjiling	...	25.1	Serampore	...	13.7	
Dacca	2.6	Ranaghat	...	24.0	Gya	...	13.0	
		Beauleah	...	23.6	Patna	...	12.7	
		Gya	...	21.2	Suburbs of Calcutta	...	12.4	

5. Under the heads of Sex, Class and Age, the mortality of the week under review stands as follows:—

According to Sex.			According to Class.			According to Age.		
	Ratio per mille.			Ratio per mille.			Ratio per mille.	
Males	32.0	Christians	...	21.7	Under 1 year	...	269.3	
Females	3.6	Hindus	...	32.7	1 and under 5 years	...	36.0	
Ratio of male deaths to every 100 female deaths	118	Mahomedans	...	27.9	5 " 10 "	...	19.1	
		Budhists	...	96.7	10 " 15 "	...	12.7	
		Other classes	...	72.8	15 " 20 "	...	24.6	
					20 " 30 "	...	18.6	
					30 " 40 "	...	21.6	
					40 " 50 "	...	24.3	
					50 " 60 "	...	32.3	
					60 years and upwards	...	73.7	

B. LIDDESDALE, M.D., Deputy Surgeon-General,

Sanitary Commissioner for Bengal.

The 17th November 1884.

Statement showing the Results of the Registration of Births and Deaths in the First Class Municipalities in Bengal during the week ending 1st November 1884.

		1		2		3		4		5		6		7		8		9		10		11		12																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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A special census of the European population in the District of Calcutta was recently taken, as the census of the community taken in February 1881 was not reliable, owing to the European being at a minimum in that month. The number of the native population before, as it was not necessary to recensus them. The ratios have consequently been calculated on the revised population under all heads in the above table, except "Age." The ratios under which have been entered, inasmuch as the census of the Europeans is to be taken on the basis of the population of the District, and not on the basis of the population of the city of Calcutta.



[illegible]

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,  
B. LIDDERDALE, M.D., Deputy Surgeon-General,  
Sanitary Commissioner for Bengal.

## Weekly Return of Traffic Receipts on Indian Railways.

## EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 8th November 1884 on 1,500½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	221,339	2,90,808 5 0	19,08,400 10	5,11,775 9 6	14,876 13 0	8,31,647 11 6	65,997	80,483	146,480
Or per mile of railway	147 13 2	193 13 2	12,722 10	334 9 7	9 7 4	554 5 1	439 7	530 11	969 8
For previous 18 weeks of half-year	2,503,690	60,85,636 5 0	3,32,81,713 30	77,08,567 6 6	2,04,191 14 4	1,80,06,385 6 10	1,103,330	1,491,687	2,594,997
Total for 19 weeks	2,725,029	63,76,444 11 0	3,51,87,174 0	82,20,139 14 0	2,75,667 11 4	1,88,86,963 4 4	1,169,327	1,572,140	2,741,467
COMPARISON.									
Total for corresponding week of previous year	204,674	5,09,758 2 1	12,23,408 20	5,77,780 12 7	19,080 12 6	8,06,319 11 4	71,039	104,426	175,465
Per mile of railway corresponding week of previous year	136 9 9	339 9 9	8,154 10	382 14 3	12 6 1	539 14 1	439 7	530 11	969 8
Total to corresponding date of previous year	2,711,344	61,47,832 13 9	3,48,90,487 0	1,17,41,483 10 10	3,34,864 1 1	1,02,34,860 14 8	1,164,720	2,434,867	3,600,478

Approximate Statement of gross receipts of the East Indian Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 10TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 8TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 10TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 8TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
1,500	Rs. 2,95,230	Rs. 600	1,500½	Rs. 6,21,643	Rs. 144	1,500	Rs. 3,03,38,476	Rs. 20,168	1,500½	Rs. 2,46,87,611	Rs. 14,302	Rs. 6,21,643	Rs. 58,80,998

## PATNA AND GYA STATE RAILWAY.

Approximate Return of Traffic for week ended 8th November 1884 on 57½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	19,023	11,770 2 0	50,513 10	2,650 1 8	60 8 0	14,481 1 0	1,795	1,005	2,800
Or per mile of railway	333	205 13 8	872 20	46 4 9	1 0 11	253 2 8	313 7	160 10	473 7
For previous 18 weeks of half-year	243,801*	1,45,490 5 0	7,72,802 20†	55,904 2 0‡	1,740 8 0§	2,03,147 10 6	20,002	17,084	37,086
Total for 19 weeks	262,824	1,57,260 13 0	8,02,015 30	68,554 2 4	1,810 0 8	2,17,820 0 8	22,797	18,094	40,891
COMPARISON.									
Total for corresponding week of previous year	7,705	4,482 6 1	71,717 10	3,230 8 0	90 9 0	7,358 7 1	1,706	1,370	3,076
Per mile of railway corresponding week of previous year	135	78 7 11	1,254 0	56 7 8	1 9 4	128 8 11	285 7	239 10	524 7
Total to corresponding date of previous year	315,163	1,12,448 1 8	6,31,889 20	43,225 0 0	1,068 0 8	1,56,731 7 8	35,214	15,704	50,918

\* Added No. of passengers 18,498 and Rs. 3,648 on account of difference between the Approximate and Audited Returns to week ended 27th September 1884.  
† Added Mds. 269 and Rs. 228.7 on account of ditto ditto ditto ditto ditto ditto.  
‡ Added Rs. 64-10-3 on account of ditto ditto ditto ditto ditto ditto.

Approximate Statement of gross receipts of the Patna and Gya State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 10TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 8TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 10TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 8TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
57½	Rs. 2,800	Rs. 125	57½	Rs. 14,481	Rs. 155	57½	Rs. 2,76,456	Rs. 4,733	57½	Rs. 2,31,186	Rs. 4,020	Rs. 14,481	Rs. 58,80,998

*Approximate Return of Traffic for week ended 8th November 1884, on 12 miles open.*

* Added No. of passengers 260 and deducted Rs. 30 on account of differences between the Approximate and Audited Returns	to	week ended 27/11 September 1934.
† Added Mds. 16,297 and Rs. 30-0-3 on account of	ditto	ditto
‡ Added Rs. 23-13-0 on account of	ditto	ditto

RECEIPTS FOR WEEK ENDING 10TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 5TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 10TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 5TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
12	742	62	14	697	58	12	27,586	2,297	12	19,316	1,443	1,750	

*Approximate Return of Traffic for week ended 8th November 1884 on 74½ miles open.*

\* Deducted number of passengers 48 and Rs. 1,410 on account of differences between the approximate and audited returns to week ended 17th September 1964.

RECEIPTS FOR WEEK ENDING 5TH NOVEMBER 1893.			RECEIPTS FOR WEEK ENDING 5TH NOVEMBER 1894.			TOTAL RECEIPTS FROM 1ST APRIL 1893 TO 10TH NOVEMBER 1893.			TOTAL RECEIPTS FROM 1ST APRIL 1894 TO 5TH NOVEMBER 1894.			Total increase in 1894.	Total decrease in 1894.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
744	7,794	104	744	2,158	88	744	1,05,671	1,325	741	2,07,124	1,780	11,338	.....

## BENGAL PROVINCIAL RAILWAYS.

## Weekly Statement of Traffic Receipts.

Latest return received.	Name of Railway.	Length open.	RECEIPTS FOR WEEK ENDING		TOTAL RECEIPTS FROM 1ST JANUARY		Total increase in 1884.	Total decrease in 1884.	Percentage of increase or decrease.
			15th September 1883.	15th September 1884.	To 15th September 1884.	To 15th September 1884.			
1884.		Miles.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
30th September ...	Northern Bengal ...	249	41,618 0 0	44,084 0 0	15,60,717 0 0	19,65,211 0 0	.....	2,01,475 0 0	-13
15th " ...	Tirhoot " ...	103	17,839 0 0	18,808 0 0	8,28,000 0 0	8,47,537 0 0	2,45,982 0 0	.....	+41
37th " ...	Nalhati " ...	27	1,392 0 0	1,498 0 0	40,819 0 0	50,805 0 0	.....	4,197 0 0	-7
	Total ...	489	61,949 0 0	63,051 0 0	24,29,536 0 0	28,63,553 0 0	43,289 0 0	.....	+2

## DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs.	A.	P.
Earnings for week ending 1st November 1884	10,303	0	0
Corresponding week last year	8,918	14	1
Increase	1,470	1	11
Receipts from 1st July to 1st November 1884	1,58,308	3	9
" from 1st July to 3rd November 1883	1,50,793	1	10
Increase	2,515	1	11
	Miles.		
Miles open week ending 1st November 1884	50		
Corresponding week last year	50		
	Rs. A. P.		
Receipts per mile open week ending 1st November 1884	207	13	0
Corresponding week last year	178	5	5
Increase	29	8	5

DARJEELING, 4th November 1884.

W. STEVENSON, Secretary.





# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, NOVEMBER 26, 1884.

## OFFICIAL PAPERS.

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of Six Rupees per annum if delivered in Calcutta, or Twelve Rupees if sent by Post.*

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### PROCEEDINGS OF AN ENQUIRY HELD UNDER PART III OF THE RULES FOR ENQUIRING INTO, AND REPORTING ON, SERIOUS ACCIDENTS ON INDIAN RAILWAYS BY THE MAGISTRATE OF NUDDEA IN THE CASE OF AN ACCIDENT WHICH OCCURRED AT THE ARUNGHATTA STATION OF THE EASTERN BENGAL STATE RAILWAY ON THE 2nd OCTOBER 1884.

The following papers are published for general information.

J. WARE EDGAR,

*Offg. Secretary to the Government of Bengal.*

FROM the evidence adduced before me at Bagoola on the 30th and 31st October last it is clear that the entire blame for the railway accident at Arunghatta on the 2nd October last, and the dire consequences which resulted therefrom, rested with the unfortunate driver Walter Cumming, now deceased. It has been proved to my satisfaction by the statements of drivers, guards, station-masters, and other railway officials that the telegram containing the words "detained here," when taken with the main signal, which admittedly was at danger, was not misleading, and that with such there was no possible excuse for the driver not bringing his train to a stand short of the main signal. This is further supported by other telegrams, similarly worded, which had been made over to drivers who had stopped their trains before reaching, or else opposite, the station. Doubtless, in the cases of these last-mentioned telegrams, the distant as well as the main signal was at danger; but at Arunghatta especially, where the line is so straight that the main and distant signals can both

be seen at the same time, even had the latter been white, the former should have prevented the driver from entering the station limits, otherwise than at a slackened speed, and going beyond the station itself. It is quite evident, both from the evidence and conduct of the guard of the mail train, that he thoroughly understood what ought to have been done; and if he did so, there is no reason to suppose that the driver was misled thereby.

As regards the state of the distant signal, all the station staff swear positively to its being in working order and at danger. Their evidence must of course be received with caution, but for the following reasons I am inclined to believe that their statements are true.

The machine by which this signal is worked, if left untouched, keeps the red spectacle over the light, and it is only by pulling down the lever and fixing it that the said spectacle is removed from the face of the lamp. The rule, too, is that distant signals should remain at danger; that the lever should be lowered on the approach of a train, and again allowed to fly back as soon as the train has passed within it. Under such circumstances, it can scarcely be said that, through neglect, the signalman left the signal white. He must purposely, either of his own accord or under orders, have lowered the lever; but why he should have done so it is difficult to see. It certainly might be, that he neglected to unfix his lever after the last train had passed in; but had he done so, it is, I think, more than probable that this neglect would have been noticed by some one during the interval which elapsed between that and the mail train. The only witness, other than the staff station, who can or who is likely to be able to speak to the state of this signal is the guard of the train. Passengers, even if awake, would seldom, if ever, look at them. This guard states that when he sighted the distant signal, he was distant about one mile from it; that it was white; but at the same time, seeing the main at red, he at once went to his brake, and by means of it tried to attract the attention of the driver. But when this evidence is read with that of Mr. Patterson, the Permanent Way Inspector, there is a possible way of explaining how it was that the guard found this signal white. Mr. Patterson, it seems, took down from Bagoola a relief train some few hours after the accident, and he states that when at a distance of two miles from the distant signal, he, too, noticed that it was white; but on approaching nearer to it he saw it was red. This change, it seems, might be caused by the lamp not having been pulled up to its extreme height. Now, it is, I think, quite possible that the guard, after once seeing the light white, but perceiving the main signal against the train, busied himself with his brake, and in other attempts to attract the driver's notice, and never again looked at the signals. There was certainly no necessity for his doing so, and there was every necessity for his giving his full attention to other matters. I would here also remark that, under the rules, a half-red and half-white signal is a danger signal.

As to the distant signal being out of working order, there is not the slightest proof. The Reverend Mr. Bell, who heard a discussion on this subject, says that he heard a man, whom he took to be one of the station staff, say that it was out of order, and that if he saw that man again, he could identify him. When, however, the whole station staff were paraded before him, he distinctly said that that man was not among them. This gentleman further states that he heard the station-master say that he had shown a hand red light, from which he drew the inference that he (the station-master) admitted that the distant signal was out of order. I am, however, unable to concur in this latter view. It was the station-master's duty, whether the signal was at danger or not, to show the red hand-light under the circumstances; and as I have no doubt that any discussion which took place so soon after the accident would be attended with a certain amount of confusion, it is quite possible that the station-master's remarks had no connection with that of the person who said that the signal was out of order. Added to this, the evidence of Mr. Patterson goes most clearly to show that it was in good working order.

With reference to the conduct of the station staff after the accident, the most that can be said is, that for the space of some five minutes they were quite unnerved, and shut themselves up in one of the station rooms. But even this is not satisfactorily proved. Indeed, the evidence of the guard actually disproves that the station-master shut himself up, though it goes to show that he was too

unnerved to be of any great use at such a time, when there was so much for the station-master to do. There is nothing surprising in the fact that some of the passengers should have required his assistance and failed to find him; nor is it to be wondered at that for a short time he, and indeed every one not possessed of cool courage in time of danger, should have been unnerved. As far, then, as the station-master and his staff are concerned, there are, I consider, not the slightest grounds for believing that they in any way neglected their duty. In short, I can only account for this accident by the supposition that the driver and his firemen were asleep till it was too late to prevent the collision.

With reference to the management since the line has been taken over by Government and the "line-clear" system generally, the Manager, Major L. Conway Gordon, R.E., has fully deposed, and I feel sure that all who heard that evidence must have been thoroughly satisfied with the clear, free, and straightforward way in which it was given. From it there can be no doubt that complaints which have been made of reduction of the working staff, and the consequent overwork which has been forced on the existing staff, has no foundation in fact; but that, on the contrary, the strength of the working staff has been actually increased.

The line-clear system, as now described by the Manager, seems to ensure the safety of all trains; that is if, in practice, the rules are strictly enforced. In a case tried by me some months back, when the line was with the Eastern Bengal Railway Company, it seemed to me that the rules were not practically always attended to; and hence I made certain suggestions, which, however, I now find from Major Gordon's evidence, are not needed. I think, however, that it would be an additional safeguard if it was distinctly laid down that, when the "line-clear" was only from one station to the next, the rule that the telegram is to be delivered by the station-master to the guard, and by the guard to the driver, should be strictly carried out, and that drivers should not be permitted to pick up the "line-clear." This would ensure all trains, which were even only likely to cross another, to come to a stand at the station, irrespective of the signals, which would then be additional, and not the chief, guide for drivers, as they now are.

There now remains only to consider the action taken by the various authorities after the accident. The evidence shows that the guards of both trains, with the assistance of the passengers, did all that was possible, under the circumstances, till the arrival of relief trains from Bagoola, Kanchrapara, and Calcutta; that the Deputy Magistrate at Ranaghat, Inspector of Police, Sub-Deputy, Native Doctor, and some police were on the spot as soon as it was possible for them to get there; that the wounded were first attended to, and their sufferings relieved, as far as circumstances admitted, and they were sent down to Calcutta under charge of medical men; that the dead bodies were collected, and police deputed to watch them and all property that was lying about; that every endeavour was made to have dead bodies identified; and that when it was no longer advisable to keep the bodies, they were disposed of decently, and that not till descriptive rolls had been taken, and a list of all property made out. There were doubtless many difficulties to contend against, some insurmountable; but there is, I think, no reason to believe that more could have been done than was done under the circumstances.

On my return from Bagoola, the District Superintendent sent me a copy of the *Indian Mirror*, dated the 24th, in which complaints of robbery and want of due attention to the sufferers were made, and it was stated that some of the wounded in the hospital in Calcutta would speak thereto. I at once sent this off to the Deputy Magistrate of Ranaghat, with directions to go to Calcutta, see and examine the wounded there; and if he found any ready to depose to such facts, to send me word, in order that I might myself record their statements. I am glad, however, to be able to say that the report of the Deputy Magistrate clearly shows that none had any such complaint to make.

In conclusion, I have to express my thanks to Mr. W. C. Bonnerjee, Standing Counsel, for the assistance he rendered me in conducting this enquiry, and to Major Gordon for the arrangements made for the convenience of the Court and for my personal comfort.

W. V. G. TAYLER,

*Magistrate.*

*The 5th November 1884.*

BEFORE leaving Bagoola I directed the discharge of the station-master, who had been arrested and was on bail.

W. V. G. TAYLER,

The 5th November 1884.

Magistrate.

The deposition of MAJOR L. CONWAY GORDON, R.E., taken on oath or solemn affirmation under the provisions of Act X of 1873 before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.

My name is Lewis Conway Gordon. I am Manager of Eastern Bengal State Railway. I took over charge of my office on the 31st August, or 1st September last, from Colonel DeBourbel. Since I have been in charge I have made no reductions except in the clerks of my own office. These clerks had nothing to do with the working of the railway. I am not aware of any reductions in the working staff since Government have taken over charge. No application for additional staff has been refused. All drivers and firemen who were previously employed are still in employ, except such as have been dismissed for faults. I could tell the number of such by reference to the minutes of the official meetings. The places of such dismissed men have been filled by others of the same class, as far as I know. The strength of the working staff has, if anything been increased. The meaning of a line-clear message is that the message is an intimation given to the drivers that the line is clear of all obstruction, as far as it is known, from one distant signal to the next. Between this and the block system the difference is that in one case you give the driver written intimation that the line is clear, and in the other the driver trusts entirely to signals. The driver, on receiving a line-clear message, should not start till he has received a hand signal from the guard; then after passing out beyond the distant signal, he would run his train at such a pace to keep time towards the next station; the whole time in driving he would keep a sharp look out for any signals from the permanent-way men on the line, and he would obey any signals given in spite of his line-clear. He ought to have his train well in hand on approaching the next distant signal, and take his orders from that signal; if that signal showed danger, he ought to bring his train to a dead stop outside the distant signal. I know the Aranghatta station; it is a small roadside station 50 miles, 71 chains from Calcutta, and is situate to the south of Bogoola, and north of Ranaghat. It is about 6½ miles from Bogoola and 5½ from Ranaghat. There is nothing but one long dead siding, about 1,833 feet long. The points lead off exactly opposite the station building and the main signal. This plan Exhibit A, now before the court is correct. The dead siding is marked on it. The positions of the distant and main signals are correctly given. The dead-buffer is about six feet high. Engines at night have a red light in front; the dead-buffer at the end of the siding is not so high that this light would be hidden by it. The main signal shows red and green by night, with ordinary semaphore arms by day. The north distant is from the main signal 1,969 feet, and the south 1,820 feet from the main. The distant signal is about 136 feet from the dead-buffer. The distant signals are worked by a long wire leading from the distant to the lever near the main signal. Both distant signals are worked alike. The distant signals are the same as the ordinarily prescribed patterns on the State Railways. I have been two or three times over the line at Aranghatta, and made it a point to examine the whole station and the line running to and from it; the line is nearly straight the nearest curve to the north, is 2 miles 9 chains away, and that is a 2-mile curve, and the country is clear, and there is nothing to obstruct the distant signals. I went out specially to see how far off the signals could be seen at night. I found that the light was visible from 1½ to two miles off. This specially applies to the north distant signal. This signal would ordinarily remain at danger, and it has to be pulled to be brought down to caution. The arrangements for working these signals are within a few feet of the main, and are visible from the main. Semaphore arms are of use only in the day time; at night a lamp is hoisted on the signal post, and the danger signal is given by a red spectacle, which covers it; the same wire that moves the arms moves the spectacle, and, as in the case of the arms, it would ordinarily remain at danger. As soon as the lamp is hoisted up as high as it can go, it would be at danger. When loosing the wire to bring a caution signal to danger, a green spectacle falls over the bull's-eye towards the station, and thus tells the man that the signal is at danger. Distant and main signals are intended entirely for guidance of drivers and guards. There is a disc signal at each point at most stations on this line. This is not a working signal; it is merely an indication how the points are laid. If for the main signal, this signal shows white, and if for the siding, it shows green. It is shown by a disc by day and lamps by night. There is a disc signal at Aranghatta, just opposite the station, where the points are. The disc signal gives merely shunting directions. According to working time-table the 14 down and the 16 up goods should have crossed at Bogoola on the 2nd October; the 14 down was due there at

1-40 A.M., and the 16 up at 2-10 A.M., the mail train stopping at Bagoala for refreshment, its booked starting time being 2-10 A.M. The 14 down mail had on that night 20 vehicles. There was the engine and tender, then 10 covered goods wagons, one second class carriage, one intermediate, six third class, one postal composite, one intermediate, one composite first and second, one first class carriage, one brakevan, one luggage van, two horse-boxes, and two fish vans. One brakevan is the ordinary number for that train, and this train has been run thus for years. When I took over charge, there was a great want of brakevans. The driver in charge of 14 down was Walter Cumming; he had the ordinary number of two firemen, both natives, viz., Gopal and Tomizzuddin. The guard was John Lander. The driver and Tomizzuddin are both dead, but Gopal is missing. I asked the police to look after him, but he has not yet been found. Walter Cumming had been in employ in the Company, and was taken over with the line. I have a record of his services. He was appointed by the Company as fireman from September 1877 to September 1878, and as shunter from September 1878 to July 1880, when he resigned. He was re-employed as fireman and shunter in March 1882, and finally promoted to driver in April 1883, and continued such till his death. I believe Gopal has been fireman since April 1883. The 16 up on the 2nd October had an engine and tender and three 45 wagons and one brakevan. James Morgan was driver in charge; he had two firemen, both natives, viz. Sheikh Alee and Bundoo; they were not his regular men. The guard was H. Dee. The driver and firemen are dead. Morgan was engaged as fireman in March 1874; he served as such till April 1877, when he was promoted as shunter, and finally to driver in 1879, and continued as such till his death. We had no special system of appointing drivers for passenger and goods trains or other engine, but kept on the system of first in and first out, as done by the Company, the result of which is that a driver may have a goods train one day and the mail another. We were compelled to have this system, though I do not think it a good one. We could not, however, remedy it, on account of having agreed to keep on the Company system of overtime allowances till the 31st December next, and besides I was not anxious to introduce any material changes in the very height of the jute season, when the traffic is the heaviest. As far as records go, the 14 down came to Bagoala in time, composed and marshalled as given above, but the 16 up goods was running late; she left Sealdah about 19 minutes late; the train which then only consisted of engine and brakevan had to wait for the engine; the wagons were picked up on the road, 40 at Chitpore and 5 at Shannuggur. The engine was late because the driver was waiting for his firemen, Golab and Yakob. They did not appear or send notice that they could not come, and the locomotive foreman had to send two new men. Neither of the trains had to stop at Aranghatta according to the working time-table. The up train being late, while the 14 was in time at Bagoala, it was the duty of the station-master, Bagoala, to arrange for another crossing further down. This he would do by asking for line-clear from Aranghatta, and on receiving line-clear, he would give it to guard, and the guard to the driver. The up train left Chogda at 1-48, and before leaving that station would have a line-clear from Ranaghat. She left Ranaghat picking up line-clear at 2-8 A.M., working under line-clear between Ranaghat and Aranghatta. The Ranaghat station-master, under these circumstances, would ask for a line-clear from Aranghatta, and having received it would give it to driver as the train passed slowly through. It would be known at Bagoala when the train left Ranaghat, and I believe it would also be known when it left Chogda. The duty of station-master, under these circumstances, after giving line-clear to both stations, was to keep main and both distant signals at danger till arrival of the up goods. The usual rule is to give preference to the passenger, but owing to particular disposition of the Aranghatta station, a working order was issued to say that in all cases the up train was to have the preference, and thereby allow the up train to go straight into the siding. Those orders were issued by the Eastern Bengal Railway Company, and have been kept up by us. The mail train, therefore, should have remained at the distant signal till the goods was well in the siding. The station-master's first attention would be to the goods train. On arrival of the up, he would lower south distant, and let the train come in within station limits, keeping all other signals at danger. The south main would then be lowered, and south distant raised to red; he would then open the points, and hand-signal the train into the siding, and then see that all was clear, when he would then lower the north distant signal, and as the down train approached the main, he would raise the north distant signal to danger, and lower the down main, having previously put the points over the main line. The duty of driver of up goods would first be to satisfy himself before leaving Ranaghat as to the contents of his line-clear; he would then have driven cautiously on looking out for distant signal at Aranghatta; he would keep the train well in hand on approaching that signal; if he found it lowered for him he would bring his train cautiously within station limits, and if main signal were lowered he would go on cautiously, and seeing the disc light in his favour, and showing green, and the station-master's signals, he would have taken his train into the siding, and remained there till hand-signalled back, after departure of the mail. The duty of driver of down mail, having satisfied himself of the contents of the line-clear, would keep a sharp look out also for distant signals; on finding these against him, he should have brought his train to a dead stop outside that signal; he would then have crept inside, so as to get protection by that signal, and remained there till main was lowered. In case the distant signal was in his favour, he would come to a dead stop at the station, and under no circumstances have passed the main; he should, in fact, have brought his train to a standstill between the distant and main signal. If the goods had been in the siding, it was his duty to see, by observing the side lights of



the brakevan of the goods, if the whole train was within the siding. He could not, under any circumstances, go through to Aranghatta without the line-clear. If he had to run through picking up line-clear, he would have seen both the main and distant signals would have been in his favour. The line being very straight, the main signal can be seen at the same time as the distant. Under the circumstances, the guard of the down having satisfied himself as to the line-clear, would personally give it to driver, he would then keep a sharp look out, and if the driver did not slacken or stop, when he (the guard) thought he should do so, he ought to have applied his brake sharply and otherwise endeavour by danger signals to attract the notice of the driver. In some trains there are communication cords, but not in this one; it is not under the rules a necessary appendage. The train, as composed, could not have been supplied with one, since the stock handed over to me had no spirals. With short trains according to my experience, this cord does not act, but not with long ones, and especially mixed trains, when it usually gets jammed. I here put in the line-clear message which passed from both sides (Exhibits B. C. and D. E. F. G.) To understand the meaning of message C "detained here," we must first look to wording of B. The station-master of Bagoola directs to "detain No. 16 at yours;" this was a form of message only necessary when 16 up was running on a through line-clear between Ranaghat and Bagoola, which she was not doing in this instance, and when after giving a through line-clear to No. 16 up from Ranaghat to Bagoola; it subsequently became necessary to stop No. 16 up at Aranghatta; the form of words used by Bagoola in this case was unnecessary. The station-master of Bagoola appears to be in the habit of using this form. The station-master of Aranghatta replied "Detained here" merely in answer to station-master of Bagoola, meaning that she would not be allowed to go further. I think the message on both sides was redundant, was intended as extra, and, in my opinion, ought not to have deceived the driver. The crossing of 14 down and 16 up was not unusual; it had happened on the morning of 3rd, 13th, 22nd, 24th, 26th and 30th of the month of September. I put in copies of the messages (exhibits) that passed on these days. On none of these occasions as far as records show had the 16 up arrived at Aranghatta when the messages were despatched. These messages would, however, worded clearly, indicate that the train had to cross, and the staff would rely for the position of the trains on in and out reports, but the drivers would simply know that they had to go as far as the distant signal. Drivers have to signal watering and crossing stations and train notice note. I produce that of 2nd October for the Bagoola station; it shows the trains the drivers have to cross (points out the signatures of Walter Cumming and Lander.) The duties of the staff above-mentioned are all given in a manual called general rules, which is common to all railways, and in addition thereto subsidiary rules, under the authority of the general rules, have been issued. These rules are given to all officers, who are obliged to have them. Alterations are issued from time to time by circular orders. After the accident, I went to the spot, arriving about 8 o'clock on the 2nd. I saw the two engines were blocked together about 357 feet to the south main signal; the engines had met face to face, the tenders had both mounted the engines, the under frame of tender resting on the outer shell of the fire-box. Driver Morgan and his firemen were still on the engine jammed between tender and fire-box; the rolling-stock of No. 16 up goods was a good deal damaged, and about five goods wagons were derailed. The ten covered goods wagons of 14 down were on the line between engine and platform, and just opposite the platform were the wrecks of the first second class carriage, the first intermediate, and the first third class. The intermediate carriage had overridden and destroyed the second class, and the third class had overridden and destroyed the intermediate, its own condition being only some breakage in the front portion. The wounded had been all taken away. As we came up in the train, we met them at Ranaghat, and I put one of the doctors, Dr. Seimens, in charge of them, and took on another doctor, viz. Dr. Corbett. The Deputy Magistrate had arrived previously, and was then taking depositions of the staff concerned. I saw some 11 passengers' dead bodies, and that of Morgan and one of his firemen. The uninjured portion of the 14 down had been run back to Bagoola. The third class carriage, which was on top of the other two, was in a dangerous position, and was consequently pulled over on to the ground clear of siding, and fell on the top of wire of the distant signal. I was, therefore, unable to enquire if the distant signal was or was not in proper order. I endeavoured subsequently to find this out, and I found it worked stiffly, by which I mean that it did not work readily, and had to be jerked at times to make it fly back to danger. After the Deputy Magistrate had completed his enquiries, at which I listened, I have had enquiries made, and myself made other enquiries. As an officer of experience, I believe, the lateness of the 16 up was not a direct cause for the accident; the whole line-clear system is devised solely to enable you to cross trains at other than their booked crossings. Even if distant signal was in the driver's favour, had the driver done his duty, the accident would not have occurred, and still less if both signals had been against the driver, and he had done his duty properly. Taking the most favourable assumption for the driver, i.e., that distant signal did not show red, I find, first, that he did not approach the station with every caution in accordance with paragraph 12 of Working order No. 80, dated 20th December 1880; second, that he did not pay attention to the main signal in accordance with clauses 228 and 236 of the General Rules; thirdly, that he did not keep a good look out in accordance with clause 227 of the General Rules; fourthly, that he passed the main or station signal when at danger in contravention of clauses 72 and 233 of the General Rules; fifthly, that he did not sound his engine whistle in accordance with clause 252 of the General Rules;

sixthly, that he did not attend to paragraph 10 of subsidiary rules regarding the noticing of the brake side lights when passing a train in a siding; seventhly, that he passed the Aranghatta platform and proceeded on without a line-clear in contravention of clause 342 of the general rules and paragraph 12 of the subsidiary rules. I can attach no blame to the Aranghatta station-master beyond having, first, answered a redundancy in the line-clear from Bagoola, which was unnecessary, but which I believed most people in his position would have answered; and secondly, such blame as may attach to him on the evidence with regard to the position of the distant signal. With regard to the latter point I wish to state that the two distant signals are worked from the same point, and the native signaller gets into the habit of never lowering both distant signals at the same time. To lower both at the same time would be quite unusual, so much so that I believe had the station-master by mistake ordered him to do so, the signalman would have been certain to have brought it to his notice, and it is in evidence that the south distant signal was lowered. The disc signal could, in no way, interfere or obstruct the other lights. From evidence before me, I formed an idea that the rate was about 15 to 17 miles an hour: no fixed speed is prescribed for trains going through stations and picking up line-clear; the rules simply require every caution. I would here mention that the 10 mile an hour through facing points would not apply to the 14 down as the points did not face his train. The dead bodies were buried by order of the Deputy Magistrate at about 1 or 2 o'clock; they were then most offensive, and when I spoke to the Deputy Magistrate about it, I agreed with that officer that there was nothing else to be done. The Bagoola and Aranghatta station-masters would know about the same time about the leaving of the up train.

L. CONWAY GORDON, Major, R.E.

*The deposition of Reverend W. C. BELL, taken on oath or solemn affirmation under the provisions of Act X of 1873 before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is W. C. Bell. I reside at present at Dum-Dum where I am a Chaplain. I was a passenger on the down mail on the night of the 2nd October. I had come from Kooaktea. I don't remember whether I was awake or asleep at Bagoola. I was alone in a first class carriage, but I was disturbed by the shock of the accident at Aranghatta. I looked out of the window, saw and asked the guard what had happened, then got out of the carriage and ran up with the guard along the platform to the wreck of the carriages. We found nobody on the platform. I was eventually taken back to Bagoola. I did not, while at Aranghatta, notice the signal lights. Of my own personal knowledge I know nothing of the cause of the accident. But when talking to the guard, I was told that the distant signal was white, and seeing that the driver had been misled, though the train was at danger, when the guard said this a man, whom I took to be one of the station staff said:—"Oh! the distant signal was out of order." The station-master also remarked at the same time that he had shown a red light, from which I drew the inference that he admitted that the distant signal was out of order. I did all I could to assist the wounded. In order to render assistance I went to the station-room and found the door shut, and going round to a window I saw several (may have been five or six) men all looking very frightened inside. I spoke to them, and after that they came out, and I saw them afterwards showing lights. This was all done in some five or ten minutes. (The station staff being brought before witness says none of these men spoke of the distant signal being out of order.) Among the passengers I discovered an Assistant Surgeon, and with his help was able to afford help to the sufferers. The pilot-engine from Bagoola did not come till 5 A.M. to take us back and bring men to render assistance. We left before the wounded were sent off.

WILLIAM CHARLES BELL.

*The deposition of BABOO PEARY MOHUN GUHA taken on oath or solemn affirmation under the provisions of Act X of 1873 before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Peary Mohun Guha, I am a pleader. I was a passenger in the 14 down train, of the 1st October, which arrived at Aranghatta on the morning of the 2nd. I was in the first class. I got in at Goalundo. I was bound for Ranaghat by that time, I was asleep when the train was at Bagoola, and by the shock of the accident at Aranghatta awoke. I got out of the train immediately after the accident. My carriage was opposite the platform. I saw no lights on the platform. A few minutes after I met the guard. I saw none of the station staff at the time. Wanting a light to render assistance, I went to the station-house, and found the doors shut, and could get no response, though I knocked. This was some minutes after the accident; the door was shut from inside; about an hour after I saw the station people. I don't think they had lights; they may have been out before that, but I did not see them. One of them, who was standing at the door, said, now that the accident had happened, they should render assistance, and not be thinking of the consequences to themselves. I was brought back to Bagoola. I also heard a discussion between, I think, Mr. Ewbank and other European and native gentlemen about the cause of the accident, some saying that the distant signal was

out of order; but this a gentleman contradicted on the ground that he had lately examined it. I saw some 10 or 11 dead bodies, and several wounded, and the state of the injured engines and carriages. I did not go round to see if any door on the other side was open. I did not know the station staff and say they were absent because all complained of their absence.

PEARY MOHUN GUHA.

*The deposition of PRINGLE DAVID BARCLAY taken on oath or solemn affirmation under the provisions of Act X of 1873 before me, W. V. G. TAYLER, Magistrate of Nuddea, the 30th day of October 1884.*

My name is Pringle David Barclay. I am Traffic Superintendent, Eastern Bengal State Railway. I have been Traffic Superintendent since the Company made over the line to Government. No reductions have been made in the working staff, but on the contrary it has been increased. I don't know whether native firemen have replaced Europeans. On the 2nd October, the station staff at Aranghatta were M. N. Ghose, station-master, J. N. Dey, booking clerk, R. L. Biswas, signaller in charge, B. L. Adhikaree, assistant signaller, P. C. Halder, assistant signaller and other menial servants, names not known. The number of men is quite sufficient; no reductions have been made. The whole staff was there when I took charge. I came up with Major Gordon after the accident occurred. I have heard his evidence given to-day. His description of the state of the injured carriages and other matters is, as far as I remember, correct, except the position of the three damaged carriages, which had been taken back a little northwards. I did not see the dead bodies. I heard the evidence of Major Gordon as regards the duties of the guards and station staff of the several stations under the circumstances, and I quite agree therewith. I am acquainted with the rules and orders alluded to by that officer, and they were correctly given. I concur in thinking that had the driver Cumming obeyed all orders, he could not have been where he was, but ought to have been north of the main signal; in fact nothing can excuse him passing the main signal with a running train, even though the distant were in his favour, if he had been carrying out runs, he ought to have been quite able to pull up before passing the main. I know of no practice that would render it impossible to pull up a train before reaching the main, even though the distant signal was in his favour. From personal experience, at a speed of 20 miles an hour, a line-clear is sometimes picked up. The line at Aranghatta is very straight, and the main signal is clearly visible from a mile and a half off. I take the same view that Major Gordon has done with regard to the conduct of the station staff. I saw the station staff paraded just now; all three men present that time were brought in. No application made for increased staff has been refused. I beg to produce a circular order issued to all station-masters on 27th August 1884, regarding the reprint of line-clear enquiry and line-clear message form (Exhibit M.)

*Recalled*—Says I produce two copies of line-clear messages 27th and 30th September, and the two original guard's reports of the No. 14 down mail for the train of 2nd, 12th, 21st, 23rd, 25th, 26th and 29th September.

P. D. BARCLAY.

*The deposition of ALAN WOOD RENDALL taken on oath or solemn affirmation under the provisions of Act X of 1873 before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Alan Wood Rendall. I am Locomotive Superintendent of the Eastern Bengal State Railway. I took charge on the 1st July 1884. I kept on the old staff of drivers and firemen. I have reduced none of this staff, except for misconduct, nor substituted native for European firemen. There was an increase of two European firemen in October compared with the staff in July. When Europeans were discharged for misconduct, new Europeans have been appointed. The system in vogue under the Company was what is termed first in, first out. I do not approve of it. The system was in vogue up to October. I did not change, as the doing so would create discontent, as it would have made a difference as to the overtime earned by the men under the old rules. I heard the evidence given by Major Gordon. I heard what he said as to what both Cumming and Morgan should have done. I quite agree with Major Gordon thereon. At 3-47 A.M. I got information of the accident; the guard telegraphed to me from Aranghatta. I took the engine of No. 1 up, and arrived at Aranghatta at 5 to 5 A.M. I was the first superior official on the spot. On my arrival, I found the state of the carriages a little different to that described; the third class that mounted upon the other two was intact, but a third class which followed those carriages had its front knocked in, and the two wagons in front of the three carriages were derailed; otherwise the state of things, as stated by Major Gordon, was similar to what I saw. The reversing lever of the down mail was in back gear, but the reversing arm on the way bar shaft was broken off, so that the engine had fallen into fore gear; but whether this happened before or after I cannot say. The steam was full on, and the regulator jammed. The first duty of a driver is to shut off steam, but steam was put on full, as far as I can judge, after reversing. Walter Cumming was alive, but was unable

to speak. I saw the wounded there. I went to engine of 16 up. I would like to mention here that I found Cumming's leg had been cut off by the sector plate of the reversing lever. The leg I found jammed there. This would show that he actually was at his reversing lever when the collision occurred. Also from the position of the die block on the brake-screw, I should say that the brake was hard on, and the second fireman was lying on the brake side of engine on the grass. I did not observe the handle of the whistle. The shock of the accident would shut it, if it had been open. On the 16 up, the reversing lever was in back gear, and the regulator slightly open. The driver was jammed on the fire-box and was quite dead; he must have been scalded to death, if not killed otherwise. One fireman was dead. I at once sent all injured passengers to Bagoola, and then the Assistant Surgeon, who was brought up by me, attended to the injured, whom I despatched to Calcutta. I remained at Aranghatta till 8 p.m., and I reckoned that some 11 persons had been killed. They were laid out on the platform chiefly, some on the opposite side. I was there when the Deputy Magistrate arrived. The condition stated by Major Gordon as to the state of the deceased just before burial was quite correct. If the driver had come as far as the distant signal expecting to run through at 20 miles an hour, I don't think he could have pulled up before reaching the main signal, but his train ought to have been going at much less speed than it was when the collision occurred. The usual distance for shutting off steam for these trains is about half a mile outside distant signal. Walter Cumming was a European, also James Morgan. On the whole I take the same view of the conduct of the station staff as Major Gordon. It would have been an additional safeguard had the disc light shown for the siding and not for the main. The engines have all the ordinary brakes; it would be a great safeguard to have steam brakes; we are now about to introduce them, as engines for State lines are so provided. One engine on this line has steam brake, and one with a hand brake in addition to the tender brake. The disc light always shows for the main, except when the points are put for the siding. The driver can reverse his lever in a few seconds. There was a medical man there, besides the man I brought. I thought he was a passenger. The Deputy Magistrate wanted to bring out some of the injured in order to identify the dead, but they were too bad to come out for such a purpose, and attempts were made to get persons to assist in burying the dead, but no one could be got to assist.

*Recalled.*—I did not find the remains of the missing man Gopal. I believe that he was not one of the killed, but I fancy he must have absconded.

ALAN WOOD RENDALL.

*The deposition of WILLIAM INNES taken on oath or solemn affirmation under the provisions of Act X of 1873 before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is William Innes. I am Deputy Traffic Superintendent, Eastern Bengal State Railway. I have been Deputy Traffic Superintendent since Government took over the Railway. I was before Traffic Superintendent of the Eastern Bengal Railway Company. The 14 down starts from Goalundo at the same time now as it did at time of the Company, and the 16 up at the same time from Sealdah. Bagoola was, as far as I can recollect, the crossing station then, as now. The 14 down used at the time of the Company to run with one brake. In the time of the Company it frequently happened that these trains crossed at stations further down, and not at Bagoola, where they are booked to cross. We had no spare brakes in the time of the Company. We do not consider it necessary to run all our passenger trains with two brakes. In the time of the Company it was a mixed train as it is now. This train in the Company's time never had a cord, wagons having no spirals. There has been no reduction in the Traffic Department, nor, as far as I am aware, in the Locomotive.

WILLIAM INNES.

*The deposition of WILLIAM GEORGE BOLTON, taken on oath or solemn affirmation under the provisions of Act X of 1873 before me, W. V. G. TAYLER, Magistrate of Nuddea, on this the 30th day of October 1884.*

My name is William George Bolton. I was station master of Bagoola in October, having been there 15 months. During that time Bagoola was the crossing station of the 16 up 14 times. It was not unusual for the trains to cross further down. H. D. Bannerjee was in charge of the station, but I have to come out to see that all is right. My assistant started the train. I was called from my bed after 3 a.m., and told of the accident. I at once sent for the permanent-way inspector, and I also sent the engine of No. 16, which was here about 4, with all the men that I could collect. I merely went to the telegraph office and learnt that 16 up was at Chogda, and I told this to the guard, but to the driver I only exchanged "good night." It was about a little before 2 that I enquired for the 16 up; neither I nor the guard could have thought that it was at Aranghatta. (Looks at train notice book, and points out Walter Cumming's signature, and says that the words 14 down above his signature is in his handwriting).

WILLIAM GEORGE BOLTON.

*The deposition of JONATHAN RIST taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Jonathan Rist. I am a driver. I have been a driver in England and in this country since 1854. I am now a driver from Bogoola. I started first train in 1863, and have been in employ ever since. The witness was asked to look at message marked C, and said with such a message I should have stopped outside the distant signal, if that signal was against me; but if it was white and the main at danger, I should have drawn up within the distant signal. It depends on weight of train and number of vehicles, and other circumstances, when steam should be shut off. Grease on rails and position of wind have all to be considered. I know the line at Arunghatta. It is very straight. The main signal there is easily visible from a distance sufficient to draw up any ordinary train. With such a message I should certainly be going with caution, in order to stop at Arunghatta. If a guard applies his brake hard, the driver can always feel it. I consider I am bound by signal, whatever the telegraph is. A train picks up a line clear at a speed of 10 to 15 miles.

JONATHAN RIST.

*The deposition of JOHN PEARSON taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is John Pearson. I am a driver. I have been a driver 15 years and 4. I see this message, exhibit C. With such a message I would keep the train under control till I got to Arunghatta, and even if seeing the distant signal white, I should continue to keep the train under control till I saw the main signal in my favour; and if that signal was red, I would draw up outside it. I know the Arunghatta line. Main signal can be seen from a long distance, sufficiently far off to draw up a train, even at a good speed. When shutting off steam, one has to consider weight of train, wind, &c. With a line clear only to next station, I should enter the station very cautiously. Our rules are all laid down.

JOHN PEARSON.

*The deposition of THOMAS EDWIN COLLINS taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Thomas Edwin Collins. I am a driver. I have been a driver 15 years. With this message C, I should expect that No. 16 up goods was up and already in siding; and though the distant signal was in my favour, I would look out for the main, and if I saw it against me, I should pull up outside of it, or at the platform. It is a rule that my train must be quite under control, unless I am quite satisfied that I am to run through. I do not, as a rule, whistle if the signals are in my favour. If such a message and the distant signal were in my favour, though I might think I might otherwise have run through, and if the line clear was not ready for me, or for other reasons I had to stop, when coming inside a station I would always have my train under control: by this I mean from 10 to 12 miles an hour. I know the Arunghatta line and its peculiar siding. If a train were standing at it, the head light would always be visible: a wagon might be in the way, or it might be taken down for trimming.

THOMAS EDWIN COLLINS.

*The deposition of HURREEDAS BANERJEE, aged about 21 years, taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Hurreedas Banerjee. My father's name is Khotore Mohun Banerjee. My home is at mouzah Debanundapore, zillah Hooghly. I reside at present in mouzah Bagoola. I am assistant station-master. I was assistant station-master on the 2nd October, and I was in charge. I despatched this telegram B. It would have been sufficient to say is line clear; but to make doubly sure I put the message in this way. I got in reply message C, but from my in and out-reports I knew that the train was not at Arunghatta. I understand "detained here" to mean would be detained, and that the line was clear between Bagoola and Arunghatta. I believe the 14 down came in at due time. I started the train at 2-10 A.M. Cumming was driver and Lander the guard. I saw the latter. I gave him the line-clear message. I sent message D. I heard of the accident at Arunghatta by telegram at a quarter past 3. I was waiting for 16 up goods. I called up station-master.

HURREEDAS BANERJEE.



*The deposition of JOHN LANDER, taken on oath or solemn affirmation under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is John Lander. I am a guard. I was in charge of No 14 down on the 2nd October. We arrived at Bagoola in due time, and started at 2-10 A.M. I have been guard 13 years. I cannot say whether I got the message from station or assistant station-master and gave it to the driver, whom I saw and spoke to. He was perfectly sober, and so was I. When I first sighted the distant signal it was about five minutes before the accident. That signal was white. I could see the main at the same time was at danger. I was a mile from distant signal when I first sighted it. The line is very straight there. By the time I had got my brake on, we were half a mile from distant signal. My brake brought up the train a little; but beyond this there was no lessening of speed. Had driver attempted to stop his train when I put on the brake, we could have done so before reaching the platform, assuming the engine was in proper working order. There was no reason to believe that it was not in good order. When we collided, I should say with my brake on, we must have been going at about 15 miles an hour. I did not notice the disc signal. Whatever light that signal showed, I would have put on brake on seeing main at danger. As soon as we collided, I jumped out on platform, and I saw station-master with a red signal lamp and several others. Some passengers were out before I was. The station-master was on the platform, but too frightened to be of any use. I cannot say whether others of the station staff were about. The accident happened, I think, at 2-30: then looking at his journal says it took place at 2-30 A.M. I looked at my watch to fix the time. As guard I should take the time when driver signalled after receiving line-clear which he picked at passing. No such signal was given. We had a line-clear to Arunghatta only, and could not go beyond without a fresh line clear. The guard of the up train and I did all we could for the sufferers. When I got the message C., I expected we should have to stop at Arunghatta, and seeing the main at danger, I knew we had to stop. Besides Cumming, Morgan, and their firemen, and Mrs. Cann's baby, I knew none of the deceased. I sent this telegram, exhibit N. I saw Cumming after I sent the message. He was alive, but in a senseless state. He said something about distant signal being white. I counted the dead and found 11 passengers had been killed. I did not count the number of the wounded. Dee and I did all we could. I came to Bagoola with uninjured passengers, and returned to Arunghatta in about an hour. I was tending Cumming when he spoke about the distant signal. We had hardly finished extricating the people when Mr. Rendall arrived.

JOHN LANDER.

*The deposition of MAURICE HENRY DEE taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Maurice Henry Dee. I am a guard. I was guard of the 16 up goods on the morning of the 2nd October. James Morgan was the driver. My train started late from Calcutta by 19 minutes. We were waiting for engine. I don't exactly know cause. We passed through Ranaghat between 2-10 and 2-11. We approached Arunghatta at very slow speed. The distant signal was lowered for us to enter, but the main was kept at danger, as is the custom when the train is going into a siding. I left the brake immediately after accident, and could not find or get an answer from the drivers or firemen of either train. Then I went to assist the sufferers. Lander and I did all in our power to help the wounded. Some time after I mounted the tender of my train, and found the bodies of the driver and firemen. I also saw Cumming afterwards. I did not count the dead. I remained at Arunghatta all that day. I did notice the north signals. James Morgan did all he could do, and was in no way to blame for the accident. I have been a guard about five years and three months. I cannot say that I felt that the driver had reversed his engine. I did not at first notice the station, but afterwards, when assisting the wounded, I saw station-master and booking clerk.

MAURICE HENRY DEE.

*The deposition of UNNADINATH MOOKERJEE, aged about 38 years, taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Unnadinath Mookerjee. My father's name is Shama Charan Mookerjee. My home is at mouzah Goculgachee, zillah Hooghly. I reside at present in Calcutta, where I am an Assistant Engineer. I am employed as an Assistant Engineer on the Eastern Bengal State Railway. I have been in the Railway service for the last 12 years. I prepared this map, exhibit A. it is drawn to scale and is correct.

UNNADINATH MOOKERJEE.

*The deposition of MOHENDRA NATH GHOSE, aged about 26 years, taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Mohendro Nath Ghose. My father's name is Ram Lall Ghose. I am by caste kaist. My home is at mouzah Doncheer, pergunnah Chordah, zillah Nuddea. I reside at present in mouzah Arunghatta, where I am a station-master. I am employed by the Eastern Bengal State Railway. I was station-master of Arunghatta on the 2nd October 1884. I was three years assistant Station-master at Bagoola and for 18 months at Arunghatta. I was at Arunghatta on the morning of the 2nd October 1884. I first got intimation of the down train by telegram from Bagoola in words of message, exhibit B. I got that message at 1-58 A.M. On receipt thereof I sent message C. Then I sent a reply on receipt (looks at message C, and says I received message B before 1-44, at which time I sent a reply). It has happened before many times that these two trains crossed at Arunghatta. When I sent C, the 16 up had not arrived. By words "detained here," I meant will be detained. All my signals were at danger. It is the normal state for all four signals to be at danger, and I myself saw that they were placed at danger. About the time that I sent C, I received message from Ranaghat enquiring for line-clear for 16 up, exhibit E, and I sent message F. After this I got one message from Bagoola and one from Ranaghat, exhibits D and E. From the out-reports I knew that the 16 up had left Ranaghat at 2-8 A.M., and the 14 down at 2-10 A.M. In consequence of this I was on the alert. I allowed the up train into station limits first. Had the 14 down arrived first at distant signal, I should have kept the down train outside distant signal. Had the 16 up broken down on road, I would still have kept the 14 down standing. About 2-25 A.M. I was first aware of the up train's arrival. I waited for the whistle, and then ordered the distant signal to be lowered, but no orders were given to lower the other three signals. No one has power to lower any signals without my orders. Had any one done so, I should have seen it. When distant signal is at danger, a green light is seen from the station, hence we can tell the state of that signal. When lowering the south distant signal, I specially looked and satisfied myself that all the other signals were at danger, and did not take it for granted that they were so. After the distant signal was lowered, and previous to accident, I gave no orders to any one to lower any of the other signals, and all were at danger. I saw the up-train coming up slowly, and then I noticed it was coming on regardless, as if it had a line-clear right through. At that time on the platform with me were Madhob, policeman, and Hurreef, ferash. We all three had red lights in our hands, and we ran forward northwards with our lights, which we raised, shouting at the same time. At our shouts the telegraph Baboos came out and joined us in shouting, but in a moment the collision occurred. The mail train never once whistled, neither grave nor ordinary. I could not see the position of the driver and firemen as they passed me. The mail train ought to have come in slowly after being signalled in, taken the line-clear and gone on to Ranaghat. A fireman or driver, standing on the outside edge of the engine, takes the message. No one was in such a position that night. I was naturally confused and frightened. On recovering myself a little, I looked to see what had occurred to passengers, and went to send telegrams of the accident. There were but few of us station staff on the platform. Some of the passengers ran into the room in the station. I saw Mr. Bell on the platform, as I was going to send my telegram. In the office I found passengers creating much noise. I told them to go out and sent telegram, and after that I did what I could for the sufferers. On the night in question the staff for the station were three telegraph Baboos, station-master, booking clerk, one pointsman, two signalmen, two porters and one ferash—eleven in all were employed. Those not on duty were in their basah, some 25 cubits from the station, within station compound—I, the ferash, one signaller, pointsman, and two telegraph Baboos—six in all. Beharoe Lall Adhikaree and another, name not known, were the telegraph Baboos. Niamut Sheikh was the signaller, and Sahab Ali was the pointsman. The telegraph staff consists of three Baboos: those present were then on duty, one having just relieved the one absent. At the time of the accident I did not see any one not on duty present, but a few minutes after they came. We all did what we could for the sufferers. I was at the station all that day and removed the locked carriages. I saw the dead bodies, but did not count them. All the dead bodies were collected together. I did not observe any pieces of a dead body so small as to indicate that any missing dead body was not likely to be discovered. Mr. Rendell was the first superior official to arrive and take charge.

MOHENDRA NATH GHOSE.

*The deposition of BAHAREE LALL ADHIKAREE taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Baharee Lall Adhikaree. My father's name is Modoo Soodan Adhikaree. I am by caste Boistub. My home is at mouzah Sookeagur, zillah Nuddea. I reside at present in mouzah Arunghatta, where I am a signaller. I see telegrams B, C, D, E, F, G. These were received and sent from the Arunghatta telegraph office on the 2nd October. When C was sent us the train had not arrived. The station-master gave us the message and we sent it *verbatim*. I understood it to mean that the train would be detained. We often send such messages, and with no bad results. When the accident occurred, I was at the door of my office, attracted by

the noise of the station-master, who was also showing red lights. I joined in shouting. I afterwards sent telegram of the accident. I sent this, exhibit N. I saw the main signal at danger and the north distant showing a green light.

BAHAREE LALL ADHICABEE.

*The deposition of SHEIK NIAMUT, aged about 40 years, taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Sheik Niamut. My father's name is Sheikh Imam Baksh. I am by caste Mussalman. My home is at mouzah Kanholee, zillah Patna. I am signalman at Arunghatta. I have been 5 years at Arunghatta. My duty is to work the signals. I was on duty on the night of the accident. I cannot alter any signal without orders, nor, as a fact, do I ever do so, nor have I done so without orders. On the night of the accident, before the approach of the train, all signals were at danger. On the Ranaghat train's whistling, I was ordered to lower the south distant signal, and I did so. I got no orders before or after that to lower the north distant, and did not do so. In order to lower signal, I have to use some force. On the distant signal being lowered, the points were opened. The main signals remained at danger. I did not do anything to try and stop the down train. The station-house is directly opposite the main signal. The station-master and policeman and a ferash with lamps were on the station: they shouted and showed red lights. The north distant signal was in good order, and I distinctly saw the green light. I did not notice the position of the driver and firemen as the train passed. The points were opened to admit of the up train into the siding.

SHEIK NIAMUT.

*The deposition of SAHEB ALI KHAN, aged about 35 years, taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Saheb Ali Khan. My father's name is Furabad Khan. My home is at mouzah Manee, zillah Jounpore. I reside at present in mouzah Arunghatta where I am a pointman. On the night of the accident I was on duty. I have been pointman for two months at Arunghatta. I have been elsewhere doing this duty for ten years. I was at my points when the accident occurred. I had opened the points to let the Ranaghat train into the siding. When the mail came in, however, by order of the station-master, I re-shut the points, and the mail went over them without breaking the points. I am certain that I re-shut the points at the order of the station-master. The lights of the points were showing green on both sides. I saw a green light in the north distant signal. The station-master on seeing the mail ordered me to reshut points, and then ran forward, northwards, shouting and showing his hand danger lights. I was naturally frightened when I saw the mail coming on regardless of signals. To open and reshut points the handle must be worked: it won't fly back of itself.

SAHEB ALI KHAN.

*The deposition of HURREESH SHEIKH, aged about 25 years, taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Hurreesh Sheikh. My father's name is Roop Chund Mondal. I am by caste Mussalman. My home is at mouzah Arunghatta. I am a ferash of Arunghatta station, and have been so for a year. There are three signal lights and one disc light. I hoist the lamps on the staff. I remember the night of the accident. I hoisted the lights on that evening as usual, and they were burning all right when the accident happened. I had a red light in my hand and was on the platform. I saw the north distant signal was showing green towards the station. I hoisted the light up to the full at the north distant signal and found all was right. The station-master and policeman were on the platform, also with red lights: we all three shouted and showed our lights. As the train passed I did not notice the position of the driver or firemen, or if any one was standing to take the line-clear. Had any one been so standing, I must have seen him.

HURREESH SHEIKH.

*The deposition of MADHOO MULLAH, aged about 26 years, taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddea, this 30th day of October 1884.*

My name is Madhoo Mullah. My father's name is Kujajst. I am by caste a Hindoo. My home is at mouzah Kuttra, zillah Roy Bareilly. I am a policeman of Arunghatta. I have been employed for six months, and was on duty on the night of the railway accident. I was at that time on the platform. I had rung the bell for both trains, and was standing there. I noticed the north distant signal, which showed green. I had a red light in my hand, and showed it to stop the mail, going northward, by orders of the station-master. I was

examined by the Deputy Magistrate. I did not say before him that I had not seen the distant signal. The pointsman was at the points, which had been opened. This I saw by the green lights being north and south, and white towards the platform. I had gone northward, and cannot say whether the points were open when the train passed over them.

MADHOO MULLAH.

*The deposition of WILLIAM JOHN PATTERSON taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddoa, this 30th day of October 1884.*

My name is William John Patterson. I am Permanent-way Inspector of the Eastern Bengal Railway Company now taken by Government. I have been as such since June 1877. I am stationed at Bagoola, where I have been four years. My duties with regard to signals and signal lamps are to inspect from time to time, and see that they are in repair, and to repair them. Arunghatta is within my jurisdiction. I remember the night of 2nd October. I examined the signals of Arunghatta on 22nd September and found them in good condition and thorough working order: before that I examined them on the 18th September. I went on the 18th in consequence of an extract of a driver's report which was sent me with orders to examine the signals. Points out extract of 12th September—"Down distant signal, Arunghatta, must be out of order: shows white light when at danger." I went to examine the post, and climbed it myself and examined it thoroughly, all spectacles, fastenings of delivery rods, and other fastenings, and balance levers, and found it all right and in good order. I examined the up distant signal also and ordered it to be repaired on the 12th September. On the 22nd September I also found the signal in good order. I account for the extract by saying that either the ferash had not thoroughly pulled up the light or contraction of wires at night: the cold would affect it then. There are compensating arrangements to counteract that. After my visit no further complaints were made. Had they been made, I should have been certain to hear of them. I heard of this accident at 3-19 A.M. from the station-master of Arunghatta. I collected all the men I could, and I arrived about 4 A.M. at Arunghatta. I remained there till 8-40 P.M. on the 2nd. It was not a foggy night. The distant signal showed white at a distance of two miles off, and on nearing red. Climpson drove the engine that took me down. About quarter of a mile from the distant signal it became red, and the train going at 40 miles could have stopped before reaching the station. A half-white half-red light is also "danger." When we came up to the light it seemed quite perfect. I examined the signal again on the 3rd and found it in good order. I saw the dead bodies brought out, and helped to dig the grave. I saw both wounded and dead, and counted the latter. I examined the debris and searched among it for all remains. I saw nothing to lead me to suppose that any one had been so smashed as to become part of the debris. After all identification had been attempted, the bodies were buried about 1 o'clock. Decomposition had then set in. The bodies were laid side by side, and covered with four feet of earth, and sleepers were placed on the graves on the following Sunday. The graves had not been in any way interfered with in the meanwhile. There was a talk of exhuming the bodies on the 3rd, and I had made arrangements for doing so, but received no orders. The Europeans present did everything. In fact, as the natives refused, we placed cloth over the bodies before covering them with earth. Some of the injured passengers returned to Bagoola and some stayed in the compound of the station. Those who were seriously injured were forced to go to Calcutta: others went or not as they liked.

WILLIAM JOHN PATTERSON.

*The 31st October 1884.*

*The deposition of BABOO RAM CHARAN BOSE taken on oath or solemn affirmation, under the provisions of Act X of 1873, before me, W. V. G. TAYLER, Magistrate of Nuddoa, this 30th day of October 1884.*

My name is Ram Charan Bose. I am a Deputy Magistrate. I am in charge of the sub-division of Ranaghat, and was there on the 2nd October. I have been in charge for four years and one month, with the exception of short leave once. I got information at 4-30 A.M. of the accident, whereon I sent a chuprasie to the station-master to arrange for a trolley or other means of conveying me to the scene of the accident, and sent for the sub-deputy, inspector, native doctor, and the head constable with orders to hurry on to the station with constables. I then went off to the station, arriving at about two or three minutes to 5 A.M. I went on foot. Those I sent for arrived about the same time. I remained at the station till about 6-30 A.M., when an engine with brake-van took us to Arunghatta. Frankissen Dass, sub-deputy, Rashbeharee Biswas, inspector of police, Radhikar Prosad Banerjee, hospital assistant, Bomkesh Adhikaree, head constable at station, and some four or five constables and one chuprasie of mine went with me to the view. I found Mr Rendall there moving the wounded to the brake-van. We arrived at Arunghatta about 7 A.M., and after arrival I gave personal assistance to remove the wounded to the brake-van, and placed the hospital assistant under the Railway Doctor to give whatever medical assistance he could give and he was asked to give. I ordered the head constable with his constables to watch over the dead bodies and properties of passengers which were lying about exposed there. About eight bodies were then on the platform, which the constables had to look after. I found two dead bodies lying by the vehicles, and afterwards I found the bodies of Morgan and the firemen jammed together. After a good search

ten were on the spot, the two on the engine, and in the brake-van Mrs. Cann's baby. I made a special search for dead bodies in case there might be others. I did not that day see anything to lead me to think that any bodies had been so cut to pieces as not to be found or identified. Water was much needed for some sufferers, and I did the best I could to procure this. I then went to the brake-van, where the wounded were. I found three females who, I thought, had not been so severely wounded, viz., Mohamoye, Bishumoye, and Romah Bawa: these women informed me that others travelling with them were dead. I asked them to go with me and identify their relatives, but they were in too much pain, and notwithstanding my endeavours to help them, they could not move without serious pain, and so I was forced to leave them; but from what I learnt from them I was enabled to identify all but two persons. Those two were low caste Mahomedans. I then supervised the holding of the inquest by the inspector, and I took evidence as to the cause of the accident, and the sub-deputy and inspector also made an inventory of all property. I endeavoured in vain to take the evidence of driver Cumming. I was there till 2-30 A.M. I examined several persons, and wrote an intimation report and sent a telegram to the Magistrate of the district. On the 3rd I submitted from Arunghatta a second report. I went on that date to meet the District Magistrate and Superintendent of Police. That day a Marwaree came to enquire if his brother was one of the dead: he said his brother was 23, travelling from Assam. I told him there was one up-countryman found dead, who was over 45 or 46 years of age, and I further told him that there were certain properties left by that deceased, which he could come and see if belonging to his brother. I offered to exhume the bodies if he wished it. I took him afterwards to Ranaghat to show him the property, but on arrival there he had disappeared, and though I made enquiries for him, even in Calcutta, could not find him. On that day, the Magistrate showed me a bone and some clothes. I am a Hindoo, caste Kaist. I first tried to get moonchees or low caste people in order to help me in collecting the bodies, and either to make them over to relations and friends should any such come forward. From three villages all moonchees had apparently disappeared. I then asked several spectators of various castes, whose assistance I asked for, but all refused: the bodies therefore remained there till up to 1 P.M., and I thought it best to bury them, and so have them ready to exhume if necessary. According to the Shastras, as far as my knowledge goes, I know that cremation of men dying by accident or unnatural causes is interdicted, and the custom is to throw the bodies into the river. This custom, of course, I could not follow out; to cremate the bodies also men of the same caste is necessary. I could and did find out the castes of the dead. There were Kaist, Boishnab, Marwaree, whether Boishnab or not I cannot say, and Mohomedans. I could not have got them cremated had I wished to do so. Besides the application of the one man mentioned, no one applied to have bodies exhumed. Some fourteen days after the accident, a man named Kedar Thakoor came to me at Santipore, and said he was Roomali's husband. I asked him to come and take the body of Naluk Thakoor, who had been travelling with Roomali, but he positively declined to do so. On my arrival, Mr. Rendal and other officials were there, and subsequently Major Gordon and others came. I saw that every one did all that was possible under the circumstances. More could not have been done. A descriptive roll of the dead bodies was taken. Bodies of the Boishnab should be buried and not cremated, they having no caste. Mr. Patterson assisted in the burial. On the 14th October I sent in my final report.

RAM CHARAN BOSE,  
*Deputy Magistrate.*



STATE OF THE SALT MARKET FOR THE SECOND QUARTER  
OF 1884-85.

No. 753B, dated Calcutta, the 17th November 1884.

From—C. E. BUCKLAND, Esq., Offg. Secretary to the Board of Revenue, L. P.,  
To—The Secretary to the Government of Bengal, Revenue Department.

I AM directed to submit the following report on the state of the  
SALT salt market for the second quarter of 1884-85, com-  
H. A. COCKERELL, Esq., C.S.I. prising the months of July, August, and September  
1884.

2. The quantity of salt of every description cleared during the quarter under report amounted to 26,41,346 maunds 13 seers 11 chittacks, against 24,78,324 maunds 18 seers 7 chittacks in the previous quarter, and 28,29,977 maunds 30 seers 3 chittacks in the corresponding quarter of the previous year; and the net amount of duty levied thereon was Rs. 50,17,357, against Rs. 47,90,903-8 in the previous quarter, and Rs. 52,25,981-8 in the corresponding quarter of the previous year.

3. The quantity of excise salt sold in the districts of Cuttack, Pooree, Balasore, and 24-Pergunnahs during the quarter under review from the stock of the different seasons' manufacture, and the quantity which remained in store at the close of the quarter, are shewn in Table I:—

TABLE I.

	CUTTACK.				POORNA.				BALASORE.				24-PRECESSIONS.			
	Manufacture of—				Manufacture of—				Manufacture of—				Manufacture of—			
	1881-82.	1882-83.	1883-84.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1880-81.	1881-82.	1882-83.
Balance at close of the last quarter.	Mds. S. C. 2,204 55 0	Mds. S. C. 13,862 57 0	Mds. S. C. 43,429 5 0	Mds. S. C. 2,046 20 0	Mds. S. C. 2,870 5 0	Mds. S. C. 33,419 31 0	Mds. S. C. 1,87,621 20 0	Mds. S. C. 2,50,598 20 0	Mds. S. C. 1,112 12 0	Mds. S. C. 6,219 17 0	Mds. S. C. 7,188 15 15 1	Mds. S. C. 9,415 8 2	Mds. S. C. 1,44,046 0 0	Mds. S. C. 1,013 0 0	Mds. S. C. 16,068 0 0	Mds. S. C. 16,068 0 0
Manufactured or added during the quarter.	.....	.....	9,147 0 0	.....	.....	.....	.....	63,878 30 0	.....	.....	.....	.....	525 30 0	.....	.....	.....
Total.	2,204 55 0	13,862 57 0	52,576 5 0	2,046 20 0	2,870 5 0	33,419 31 0	1,87,621 20 0	2,50,598 20 0	1,112 12 0	6,219 17 0	7,188 15 15 1	9,415 8 2	1,44,300 30 0	1,013 0 0	16,068 0 0	16,068 0 0
Sales during the quarter.	990 0 0	10,308 30 0	4,700 0 0	.....	1,282 0 0	8,423 0 0	47,761 0 0	8,909 0 0	.....	.....	977 35 10 1	3,323 0 0	25,305 0 0	1,124 0 0	1,000 0 0	1,000 0 0
Wastage.	521 53 0	940 53 0	2,537 32 0	2,046 20 0	.....	.....	399 6 0	.....	1 8 8	515 39 4	.....	304 12 6	.....	.....	.....	.....
Total.	1,491 53 0	11,149 23 0	8,467 32 0	2,046 20 0	1,282 0 0	8,423 0 0	48,161 6 0	8,909 0 0	1 8 8	515 39 4	997 35 10 1	3,612 12 6	25,605 0 0	1,124 0 0	1,000 0 0	1,000 0 0
Balance at close of the quarter.	793 0 0	2,733 14 0	43,638 13 0	.....	1,518 5 0	27,796 32 0	1,39,470 15 0	2,41,691 10 0	1,111 3 10	5,703 77 12	6,285 30 5	5,692 35 14	1,18,674 30 0	789 0 0	14,968 0 0	14,968 0 0

4. The above statement shows that the total sale of excise salt during the quarter under review amounted to 1,13,656 maunds 30 seers, against 1,40,286 maunds 14 seers in the previous quarter and 92,102 maunds 5 seers in the corresponding quarter of the previous year.

5. The subjoined Table II shews in comparison the importations into the port of Calcutta and the total clearances of sea-imported salt during the quarter under review and the corresponding quarters of the previous two years:—

TABLE II.

	1883-83.		1883-84.		1884-85.	
	Second quarter.		Second quarter.		Second quarter.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Liverpool ... ..	15,18,017	20,62,870	17,72,081	20,77,279	25,07,100	19,02,908
Foreign ... ..	2,47,350	5,20,380	7,00,718	3,78,874	8,44,797	3,77,088
Indian ... ..	2,47,040	1,88,477	3,11,309	1,84,603	1,70,245	1,25,128
Total ... ..	20,11,397	25,20,645	27,84,048	26,35,645	35,22,142	24,05,044

6. The following are the details of the Indian kurkutch salt shewn in the above table:—

TABLE III.

	1882-83.		1883-84.		1884-85.	
	Second quarter.		Second quarter.		Second quarter.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Bombay ... ..	2,47,940	1,88,477	3,11,309	1,84,603	1,45,245	1,14,038
Tatlochin ... ..	.....	.....	.....	.....	34,000	7,100
Total ... ..	2,47,940	1,88,477	3,11,309	1,84,603	1,79,245	1,21,138

7. Table IV shews the quantity of sea-imported salt remaining in the warehouses at the close of the quarter, as compared with the results of the previous four quarters:—

TABLE IV.

WAREHOUSES.		Second quarter of 1883-84.	Third quarter of 1883-84.	Fourth quarter of 1883-84.	First quarter of 1884-85.	Second quarter of 1884-85.
		Mds.	Mds.	Mds.	Mds.	Mds.
Saltan Government salt	...	8,03,250	11,04,051	12,08,877	7,58,553	9,52,476
Chittagong ditto	...	1,06,707	1,91,305	1,60,006	1,05,401	83,290
Naraingunge private ditto	...	10,109	29,747	20,707	10,507	.....
Total ... ..	...	7,23,435	13,25,103	14,89,590	8,74,461	10,40,766

8. The despatches of salt from Calcutta by water and the three railways passing the several salt pass stations into the interior of the country, both east

and west of the river Hooghly, during the quarter under review and the corresponding quarters of the previous two years, are shewn in Table V :—

TABLE V.

Period.	Via Balikhali.	Via Sankrail.	Via Gowakhal.	Via Kiddarpore.	Via Bullighatta.	Via Bathoolah Ghat.	By the East Indian Railway.	By the East- ern Bengal and South- Eastern Rail- ways, or via Chittagong.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Second quarter of 1883-84 ...	6,71,547	1,57,004	39,722	5,03,035	00	.....	7,19,414	2,78,035
Ditto of 1883-84 ...	7,37,166	1,70,001	46,075	1,37,008	3,37,704	.....	8,98,330	2,76,270
Ditto of 1884-85 ...	5,46,482	1,64,003	50,884	1,20,586	3,75,353	1,51,423	8,10,246	1,10,977

9. The quantity of salt despatched by the East Indian Railway to stations beyond Buxar during the quarter under review amounted to 82,126 maunds 10 seers as noted in the margin, against 86,727 maunds in the previous quarter and 42,115 maunds 10 seers in the corresponding quarter of the previous year.

10. The shipments of Liverpool salt for the port of Calcutta, according to published market reports, were as follows :—

	Tons.
July ...	28,290
August ...	22,770
September ...	21,020
Total ...	72,080

No shipments were reported during the quarter under review for the port of Chittagong.

11. Table VI shews the market prices per 100 maunds of Liverpool and other descriptions of salt at the close of each fortnight during the quarter, as compared with those obtaining during the same period last year :—

TABLE VI.

Description of Salt.	Prices on the 14th July.		Prices on the 31st July.		Prices on the 15th August.		Prices on the 31st August.		Prices on the 15th September.		Prices on the 30th September.	
	1883.	1884.	1883.	1884.	1883.	1884.	1883.	1884.	1883.	1884.	1883.	1884.
Liverpool pungah ...	Rs. 60	Rs. 57	Rs. 61	Rs. 58	Rs. 60	Rs. 57	Rs. 60	Rs. 54	Rs. 61	Rs. 56	Rs. 60	Rs. 56
French kukutah ...	76	47	75	46	73	46	69	45	69	45	67	46
Jeddah ...	80	60	78	45	75	47	60	44	60	45	59	44
Bombay ...	70	55	62	54	70	57	60	57	60	57	65	57
Madras ...	71	...	71	...	71	...	71	...	71	...	71	...
Italian ...	79	47	78	46	73	46	65	46	68	46	57	46
Mascat ...	83	50	85	50	83	40	95	40	85	48	75	41
Ceylon ...	71	...	71	...	70	...	76	...	79	...	76	...
Rock ...	95	100	95	110	78	45	75	80	75	80	75	80

12. The following table shews the quantities of sea-imported salt admitted into bond and cleared from bond and shipboard at Chittagong and Naraingunge

during the quarter under review and the corresponding quarter of 1883-84:—

TABLE VII.

PORT.	DESCRIPTION OF SALT.	ADMITTED INTO BOND.		CLEARED.	
		Second quarter of 1883-84.	Second quarter of 1884-85.	Second quarter of 1883-84.	Second quarter of 1884-85.
		Mds. s. c.	Mds. s. c.	Mds. s. c.	Mds. s. c.
Ottitapong	Liverpool pimgah	98,333 0 0	49,200 0 0	1,02,004 25 8	1,00,338 14 0
	Jeddah kurkuteh	...	...	13 0 0	...
	French	...	...	10 0 0	...
	Ceylon	...	...	1 27 0	1 19 0
	Madras	...	...	2 7 0	2 10 0
	Maldivo	...	...	0 18 0	...
	Bombay	...	...	...	0 5 0
	British Burma salt	...	...	0 2 0	1 16 0
Narsingunge	Liverpool pimgah	10,400 0 0	10,138 0 0	...	25,300 0 0
	Total	1,00,801 0 0	69,338 0 0	1,03,080 25 8	1,21,655 28 0

No transactions in sea-imported salt have been reported for the quarter from the ports of Cuttack, Pooree and Balasore.



## Rainfall, Weather, and State and Prospects of the Crops.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of Bengal, as reported to Government during the week ending the 22nd November 1884.

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
<b>BENGAL.</b>			
<i>Western Districts.</i>			
<b>BURDWAN DIV.</b>	1 Burdwan, Nov. 22 '84	Nil	Weather—seasonable. Prospects of <i>aman</i> paddy in the Ranegunge sub-division and part of the Sudder sub-division generally fair. Prospects have improved somewhat in Cutwa, but they are very bad in some parts and indifferent in the rest of the district. In most places there has been a slight fall in price, while nowhere has there been a rise. Health satisfactory.
	2 Cutwa	Nil	
	3 Cutwa	Nil	
	4 Ranegunge	Nil	
	5 Bankura, " 23 "	Nil	Weather—cool and fine. Prospects of <i>rubber</i> continue favourable. Harvesting of winter paddy about to commence. Health good.
	6 Beerbhoom, " 22 "	Nil	Weather—seasonable. Cold-weather crops doing well. Prospects of <i>aman</i> paddy improved. An outbreak of <i>ti annas</i> expected in Nulhati. The crop partially failed in parts of the east, centre, and south of the district. Common rice selling at from 14 to 15 annas per rupee. Health satisfactory.
<b>PRINCIPAL DIV.</b>	7 Midnapore, " 22 "	Nil	Weather—seasonable. Paddy is yielding a good return. Prospects of winter crops fair. Fever prevails in the Ghatal and Sudder sub-divisions.
	8 Hooghly, " 22 "	Nil	Weather—fine and seasonable. Prospects of winter crops throughout the district favourable. Outturn of sugarcane, jute and hemp good. Fever is prevalent everywhere, and is reported to be specially bad in Jehanabad. Cholera in parts of the Serampore sub-division.
	9 Howrah, " 24 "	Nil	Weather—seasonable. Prospects of winter paddy generally good. Sugarcane also promising well. The cold weather and spring crops are almost all sown. Public health good.
	10 Odisha, " 24 "	Nil	
	11 Odisha, " 24 "	Nil	
	12 Odisha, " 24 "	Nil	
<i>Central Districts.</i>			
<b>PRINCIPAL DIV.</b>	13 24-Pergna, Nov. 24 '84	Nil	Weather—seasonable. Prospects of <i>aman</i> paddy satisfactory. Cold-weather crops doing well. Public health generally good, though cholera of sporadic nature is reported from Barrackpore.
	14 Nuddea, " 22 "	Nil	Weather—dry and cool. Prospects of cold-weather crops good. Some cases of fever and cholera are reported.
	15 Koochbea	Nil	
	16 Meherpore	Nil	
	17 Chhannong	Nil	
	18 Bhanghat	Nil	
<b>PRINCIPAL DIV.</b>	19 Khoolna, " 22 "	Nil	Weather—warmer than before; bright and clear. Harvesting of late paddy has commenced. Cases of cholera occur in many places, and particularly near the Sudder station.
	20 Jessore, " 22 "	Nil	Weather—seasonable. Harvesting of <i>aman</i> paddy has commenced. Prospects on the whole above fair. <i>Rubber</i> sowings are doing well. A kind of insect has been doing injury to <i>rubber</i> crops here and there in the Magore sub-division. Cholera and fever prevalent in the Sarail and Magore sub-divisions.
	21 Jhanda	Nil	
	22 Magore	Nil	
	23 Sarail	Nil	
	24 Bhanghat	Nil	
<b>PRINCIPAL DIV.</b>	25 Moorshedabad, " 22 "	Nil	Weather—bright and cool. <i>Amun</i> paddy is being cut. <i>Rubber</i> crops are doing well, except that in some places they are being damaged by insects. Cholera prevails in thana Dewansari and in outpost Khamrah.
	26 Dinagore, Nov. 21 '84	Nil	Weather—getting cold. Late paddy being cut; as also sugarcane in some parts. Prospects of pulses and mustard good. Price of rice ranges from 11 to 15 annas per rupee.
	27 Rajshahy, " 22 "	Nil	Weather—seasonable. Harvesting of <i>aman</i> paddy has commenced and it promises a fair outturn. Prospects of <i>rubber</i> crops generally good. Fever prevalent. Prices somewhat improving. Cholera decreasing.
	28 Natore	Nil	
	29 Nowgong	Nil	
	30 Bangura, " 22 "	Nil	Weather—seasonable. Prospects of <i>aman</i> paddy bad. Harvesting has commenced in some places. Other winter crops doing well. Malarious fever still prevalent. Cholera appeared in the Gribanda and the Nilphamari sub-divisions.
<b>PRINCIPAL DIV.</b>	31 Nilphamari	Nil	
	32 Kurigan	Nil	
	33 Gribanda	Nil	
	34 Bogra, " 22 "	Nil	Weather—cold. State and prospects of <i>aman</i> paddy are very unfavourable over a large part of the district. The cold-weather crops are promising. There are still some cases of cholera and fever, but public health is now improving.
	35 Pubna, " 21 "	Nil	Weather—cold with northerly breezes. Prospects of winter crops good. Fever and cholera still prevailing in every part of the sub-division Serajgunge and in many places in head-quarters.
	36 Darjeeling, " 22 "	Nil	Weather—dry and cold. Prospects of all crops very fair, though they are a little below the average.
<b>PRINCIPAL DIV.</b>	37 Tulpigore, " 22 "	Nil	Weather—seasonable, cold and clear. Late paddy being cut in places and is on the whole a fair crop. Sugarcane good. Tobacco and mustard doing well. Cholera still prevails at Patgan and fever everywhere.

No.	District, and date of return.	Rainfall at Sadler Station in inches.	Character of the weather, state and prospects of the crop, and state of health at date.
<b>BENGAL.—continued</b>			
<i>Eastern Districts.</i>			
<b>Dacca Divn.</b>	18 Dacca, Nov. 22 '84	Nil	Weather—seasonably cold. Cutting of sugarcane and <i>aman</i> paddy continues. Chillies, mustard and other winter crops being sown. Prospects of crops generally good. Several cases of cholera reported from many villages in the Munshiganj sub-division and other parts of the district, as well as from the town of Dacca. Otherwise public health generally good.
	Manickganj	Nil	
	Moonsheegunge	Nil	
	Naralingunge	Nil	
	19 Farreedpore, " 23 "	Nil	Weather—seasonable. Harvesting of <i>aman</i> paddy going on well, with very fair outturn. Sugarcane very good. Spring crops being sown. Fever and cholera prevalent in most thanas.
<b>Chittagong Divn.</b>	20 Goulundo	Nil	
	Madaripore	Nil	
	20 Backergunge, " 20 "	Nil	Weather—seasonable. Prospects of <i>aman</i> paddy generally fair. A few sporadic cases of cholera in the town which are generally fatal. Fever still prevailing in some parts of the district. Price of rice has fallen a little.
	21 Mymensingh, " 21 "	Nil	Weather—seasonable. Prospects of crops good. Cholera appears to be raging all over the district.
	Jamnapur	Nil	
	Kishoreganj	Nil	
	Atlia	Nil	
	Netrakona	Nil	
	22 Chittagong, Nov. 21 '84	Nil	Weather—seasonable. Reaping of <i>aman</i> paddy has commenced. Prospects of crops favourable. Prices of food-grains stationary. Cholera lingers. Cattle-disease reported from Kacjan.
	23 Noakhali, " 21 "	Nil	Weather—fair and seasonable. Reaping of late <i>aus</i> crop is not yet completed. <i>Aman</i> paddy in ear. <i>Rubbee</i> crops are still being sown.
<b>Patna Divn.</b>	24 Tipperah, " 20 "	Nil	Weather—bright and dry; mornings cool and misty. Prospects of paddy continue to be excellent as before. <i>Rubbee</i> sowings continue. Prices going down. Public health generally good. Cholera is reported from different stations.
	Brahmanbariah	Nil	
	Chandpore	Nil	
<b>BEHAR.</b>	25 Chittagong Hill Tracts, " 18 "	Nil	Weather—getting cold. Mornings foggy. Cotton being gathered and mustard being sown. Prospects of paddy and sugarcane good.
	Hill Tipperah, " 19 "	Nil	Weather—becoming seasonably cool. Prospects of <i>aman</i> paddy continue to be good. <i>Joom</i> crops, <i>teel</i> and cotton, being gathered. Chillies and mustard being sown. Public health generally good.
<b>Patna Divn.</b>	26 Patna, Nov. 22 '84	Nil	Weather—seasonable. Prospects of paddy fair, <i>Rubbee</i> promising. Poppy coming on well. Public health good.
	Behar	Nil	
	27 Gya, " 22 "	Nil	Weather—clear and not very cold. Prospects of <i>rubbee</i> crops excellent everywhere. Harvesting of paddy has begun; outturn expected to be fair in the south-west and very bad in the north-east of the district. Prices falling in Gya. Opium sowings completed very early. Prospects very good. Health good.
	28 Shahabad, " 22 "	Nil	Weather—seasonable. Prospects of <i>rubbee</i> hopeful. Harvesting of paddy has commenced. Opium crop has wholly been sown and germinated fully and plants are now well advanced for the season.
	Arrah	Nil	
	Buxar	Nil	
	Sasaram	Nil	
	Phabhu	Nil	
	29 Darbhanga, " 22 "	Nil	Weather—seasonable. Early paddy being reaped. Prospects of <i>rubbee</i> fine. Root crops being gathered with good outturn. Opium and tobacco doing well. Prices stationary. Public health good.
	Tajpur	Nil	
	Madhubani	Nil	
	30 Mozufferpore, " 22 "	Nil	Weather—seasonable, dew very heavy. Paddy ripening. <i>Rubbee</i> particularly promising. Poppy now germinated fully, some plants are about an inch in height and the weather continues favourable for the crop. Public health good.
<b>Brahouddah Divn.</b>	Hajipur	Nil	
	Sicamarhi	Nil	
	31 Saran, " 22 "	Nil	Weather—clear and cool. Harvesting of paddy has commenced. Prospects of <i>rubbee</i> crops continue good. Of 75,018 bhegahs engaged for poppy, 74,831 bhegahs have been sown. Prospects excellent. Prices falling. Public health good.
	Sewan	Nil	
	Gopalgunge	Nil	
	32 Champaran, " 22 "	Nil	Weather—seasonable. Prospects of crops continue favourable. Prices falling. Public health fair. Condition of poppy crop is very promising. Sowings in low lands have not yet been completed.
	33 Monghyr, Nov. 21 '84	Nil	Weather—cool and bright. Prospects of <i>aghaui</i> crops, except those in Sheikh-purab, continue good. <i>Rubbee</i> sowings promising. Poppy sowings still going on, and prospects favourable. Prices stationary. Public health good.
	Begusarai	Nil	
	Jamui	Nil	
	34 Bhagalpore, " 22 "	Nil	Weather—getting cold at nights, heavy dew, clear skies. Cutting of winter paddy has commenced, only about one-half of paddy lands was planted, and the outturn will be from 3 to 16 annas generally, or on an average about 10 annas. Prospects of <i>rubbee</i> crops very favourable. Public health good.
<b>Brahouddah Divn.</b>	35 Parpooh, " 22 "	Nil	Weather—cool and pleasant. Paddy in the north pretty good, but in the rest of the district poor. <i>Rubbee</i> crops promising well. Fever prevalent.
	Kissengunge	Nil	
	Arrareah	Not received.	
	36 Maidah, " 22 "	Nil	Weather—cold and fair. Winter paddy ripening. <i>Kalai</i> , mustard, <i>matar</i> and other <i>rubbee</i> crops are doing well. Common rice selling at 12 seers per rupee. General health good.
	37 Bonthal Perga, " 22 "	Nil	Weather—seasonable. Paddy being reaped. Prospects of <i>rubbee</i> crop continue good.
	Doomka	Nil	
	Jagbhar	Nil	
	Golda	Nil	
	Rajmohal	Nil	
	Pakoor	Nil	

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
<b>ORISSA.</b>			
ORISSA DIV.	38 Cuttack, Nov. 21 '84	Nil	Weather—cool and clear. Reaping of early <i>sarad</i> in progress. Prospects of late <i>sarad</i> good. Price of common rice varies from 15 to 18 seers per rupee in the town and 15 to 20 seers in the interior. Sporadic cases of cholera are reported, otherwise public health good.
	39 Poores, Khoorda " 20 "	Nil -02	Weather—seasonable. <i>Laghu sarad</i> being harvested. Late <i>sarad</i> is ripening. Miscellaneous crops doing well. Land is being prepared for spring crops. Common rice selling at an average of 21 seers 13 chittacks per rupee in the Sudder sub-division and 22 seers 1 chittack in Khoorda. Cholera still reported.
	40 Balasore " 21 "	Nil	Weather—cool. Reaping of <i>sarad</i> continues. <i>Rubbee</i> crops thriving well. Malarious fever reported from the north of the district, otherwise public health good.
<b>CHOTA NAGPORE.</b>			
<i>South-West Frontier Agency.</i>			
41	Hazaribagh, Nov. 21 '84	Nil	Weather—bright and cold. Paddy harvest continues. Prospects of <i>rubbee</i> crops good. Sowings of poppy completed, but hardly a half of the crop has germinated owing to scanty water-supply. Public health generally good.
42	Lohardugga, " 22 "	Nil	Weather—clear and cold. Prospects of <i>rubbee</i> crops good. Prices stationary. Public health good, a few cases of small-pox are reported.
43	Singbhoon, " 21 "	Nil	Weather—seasonable. Agricultural prospects continue favourable. Harvesting of paddy continues, and cold-weather crops are also doing well. A few cases of cholera are reported from Chausa Baharagora, otherwise general health good.
44	Manbhoon, " 22 "	Nil	Weather—bright and cool. Cutting of paddy continues. <i>Chausa</i> rice sold on 22nd at the Puralia market at 22 seers per rupee. Public health generally good, except few cases of small-pox and cattle-disease in Baghumath-pore.
	Gowindpore	Nil	

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The 25th November 1884.COLMAN MACAULAY,  
Secy. to the Govt. of Bengal.

## PRICES-CURRENT of Food-grains, Firewood and Salt in the

RETAIL SALE—QUANTITIES PER RUPEE BY

		RETAIL SALE.—QUANTITIES PER RUPEE BY																							
		WHEAT.			BARLEY.			RICE, BEST SORT.			RICE, COMMON.			BENGAL MILLET— CHENNAI, RAJA.			GRASS MILLET— CHOLEN JOWLE.								
DISTRICTS.		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.						
Number.		BENGAL.																							
Western Districts.																									
1	Burdwan	16 5 10 0	18 2 18 0	21 0 24 12 11 8	11 4 19 12	16 0 14 4 18 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
2	Bankura	15 8 16 4	18 12 17 0	17 0 18 0 11 8	14 0 12 0	18 0 18 8 17 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
3	Debburgh	18 8 10 8	16 0	...	...	12 8 12 0 13 8	14 0 14 0 15 0	...	...	...	...	...	...	...	...	...	...	...	...	...					
4	Midnapore	12 0 12 0 19 0	20 0 20 0 15 0	13 0 14 0 14 0	18 0 17 0 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
5	Hoojly	16 0 16 0 13 0	...	...	...	8 0 8 0 8 0	13 0 13 0 13 0	...	...	...	...	...	...	...	...	...	...	...	...	...					
6	Howrah	15 0 15 0 13 8	...	...	...	11 0 11 0 12 8	13 4 13 0 14 8	...	...	...	...	...	...	...	...	...	...	...	...	...					
Central Districts.																									
7	Calcutta	17 10 17 10 14 0	20 0 20 0 20 0	8 6 8 8 8 14	10 8 10 8 14 9	11 8 11 8 29 10	11 7 11 7 20 10	...	...	...	...	...	...	...	...	...	...	...	...	...					
8	24 Pargunnahs	14 8 14 4 13 0	17 8 18 0 17 8	8 8 8 0 8 0	16 0 14 8 13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
9	Nadua	17 4 16 0 14 8	21 6 20 0 24 10	10 16 10 4 12 5	11 8 11 0 13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
10	Khoolna	...	...	...	...	18 0 13 0 13 0	14 0 14 0 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...					
11	Jessore	14 0 14 0 13 0	...	...	...	11 0 11 0 12 4	14 0 13 4 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...					
12	Moorshedabad	16 0 16 0 16 0	...	...	...	10 0 11 0 12 0	14 0 14 8 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...					
13	Dinapore	15 8 15 0 12 8	16 0 16 0 14 0	10 12 10 13 12 0	13 0 13 0 16 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
14	Rajahmundry	16 8 16 0 13 8	21 0 21 0 23 8	10 8 9 8 12 0	12 12 12 0 13 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
15	Kanpur	13 0 13 0 11 14	...	...	...	7 0 7 0 10 0	11 0 11 0 12 5	...	...	...	...	...	...	...	...	...	...	...	...	...					
16	Bogra	15 0 15 0 15 12	...	...	...	9 0 9 12 9 12	13 0 12 12 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...					
17	Patna	16 12 16 0 18 0	...	...	...	8 4 8 4 8 0	15 0 13 8 18 8	...	...	...	...	...	...	...	...	...	...	...	...	...					
18	Darjeeling	10 0 10 0 7 0	...	...	...	9 4 7 0 5 0	5 0 5 0 5 0	10 0 10 0 10 0	...	...	...	...	...	...	...	...	...	...	...	...					
19	Jaipur	10 0 10 0 10 0	20 0 20 0 20 0	10 0 10 0 13 4	12 0 12 0 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Eastern Districts.																									
20	Dacca	18 0 15 0 10 0	16 0 17 0 16 0	11 0 11 0 14 0	13 0 13 8 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
21	Farrukpore	20 0 20 0 22 0	34 0 31 0 30 0	11 0 11 0 12 0	13 0 13 0 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
22	Meerut	...	...	...	...	11 8 11 8 13 0	13 0 13 0 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...					
23	Mysore	18 4 13 8 12 8	...	...	...	10 0 10 8 11 0	12 4 13 0 14 8	...	...	...	...	...	...	...	...	...	...	...	...	...					

- A In the subdivisions the retail prices of salt per rupee were:—Culpa 11 seers, Cutwa 12½ seers, and Rangoon 13½ seers.  
 B In the interior the retail prices of salt ranged from 13 to 15 seers per rupee.  
 C In the interior the retail prices of salt ranged from 11½ to 14 seers per rupee.  
 D In the subdivisions the retail prices of salt per rupee were:—Chitab 11 seers, Chital 12½ seers.  
 E In the subdivisions the retail prices of salt per rupee were:—Kangra 14 seers and Jammu 15 seers.  
 F In the subdivisions the retail prices of salt per rupee were:—Baramulla and Baramulla 14 seers, Barabanki 13½ seers, and Duni-Duni 12 seers.  
 G In the subdivisions the retail prices of salt per rupee were:—Kangra 14 seers, Muzaffargarh and Chaudhara 12 seers, and Kangra 12½ seers.  
 H In the subdivisions the retail prices of salt per rupee were:—Bathinda and Bathinda 11 seers.  
 I In the subdivisions the retail prices of salt per rupee were:—Jammu and Jammu 12 seers, Muzaffargarh 10½ seers, and Baramulla 13 seers.  
 J In the subdivisions the retail prices of salt per rupee were:—Bathinda 11 seers, Jammu 13 seers, and Baramulla 13 seers.

## Districts of Bengal for the Fortnight ending the 15th November 1884.

THE MARK OF 80 MASHES.																			WHOLE-SALE PRICES PER MASH OF 40 SEERS			DISTRICTS.
LUGGER MILLER— RAGI OR MURWA AND CHENNA.			MATEE OR INDIAN- CORN.			GRAM.			FIREWOOD.			SALT.			SALT.							
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.					
																			BENGAL.			Western Districts.
...	...	...	...	...	...	20 0	17 12	19 8	120 0	120 0	120 0	13 0	13 0	12 12	2-14-8	2-14-8	3-1-6	Burdwan.				
...	...	...	28 0	22 0	22 0	17 12	17 12	17 0	240 0	240 0	220 0	12 12	12 12	12 0	3-2-6	3 2	3-6-6	Bankura.				
...	...	...	...	...	...	16 0	17 4	18 0	160 0	160 0	160 0	12 0	12 0	12 0	3-2-6	3-2-6	3-1-3	Beerbhoom.				
...	...	...	...	...	...	16 0	18 0	16 0	155 0	155 0	155 0	12 12	12 12	12 8	3 0	2 15	3 14	Midnapore.				
...	...	...	...	...	...	18 0	17 0	17 0	120 0	120 0	120 0	13 9	13 9	13 0	2 14	2 14	3 14	Hoochly.				
...	...	...	...	...	...	17 8	17 8	16 0	80 0	80 0	80 0	13 0	13 0	13 0	3 0	2 16	3 0	Howrah.				
																			Central Districts.			Eastern Districts.
...	...	...	21 8	21 8	23 10	19 11	19 11	14 8	100 0	100 0	80 0	12 12	12 12	12 6	2 12	2 12	2 12	Calcutta.				
...	...	...	22 12	23 12	20 0	17 8	17 8	16 0	90 0	100 0	80 0	12 12	12 12	12 6	3 0	3 0	3 5	24-Pargunnahs.				
...	...	...	...	...	...	21 64	20 0	18 12	...	...	...	11 104	12 12	11 104	3 0	3 0	3 0	Nuddon.				
...	...	...	...	...	...	18 0	16 0	16 0	200 0	240 0	240 0	12 0	12 0	10 8	3 2	3 2	3 4	Khooles.				
...	...	...	...	...	...	16 0	16 0	16 0	120 0	120 0	120 0	11 12	12 0	11 8	3 2	3 0	3 2	Jessore.				
...	...	...	...	...	...	20 0	19 0	19 0	120 0	120 0	120 0	12 0	11 0	12 0	3-1-8	3-1-3	3 0	Mowbadabad.				
...	...	...	...	...	...	14 0	18 0	14 0	160 0	160 0	160 0	12 0	12 0	11 8	3 4	3 4	3 6	Dinagopore.				
...	...	...	...	...	...	20 0	20 0	18 0	240 0	240 0	240 0	12 12	12 12	12 0	3 0	3 0	3-1-3	Rajahmunda.				
...	...	...	...	...	...	9 12	9 12	16 0	93 0	110 0	110 0	10 0	10 0	...	4 0	3 0	...	Rangpore.				
...	...	...	...	...	...	15 0	16 8	15 0	80 0	80 0	67 8	12 0	12 0	12 0	3-5-4	3-5-4	3-2-8	Hogra.				
...	...	...	...	...	...	17 4	17 4	18 0	200 0	200 0	200 0	12 8	12 8	12 0	3 1	3-1-6	3-3-6	Pobna.				
19 0	11 0	18 0	20 0	20 0	16 0	8 0	8 0	9 0	161 0	108 8	110 0	8 0	8 0	8 0	4 4	4 8	4 8	Darjeeling.				
...	...	...	...	...	...	16 0	16 0	14 0	128 0	128 0	128 0	12 4	12 4	12 4	3 4	3 4	3 4	Jalpigore.				
																			P			Eastern Districts.
...	...	...	...	...	...	18 0	17 0	18 0	80 0	80 0	97 0	12 0	12 0	12 0	3 0	3 0	3 4	Dacca.				
...	...	...	...	...	...	16 0	16 0	20 0	120 0	120 0	120 0	12 0	12 0	12 0	3 2	3 2	3 5	Farradpore.				
...	...	...	...	...	...	18 0	17 0	18 0	120 0	120 0	120 0	12 0	11 0	12 0	3 2	3 0	2 11	Backergunge.				
...	...	...	...	...	...	15 4	16 0	18 0	...	...	...	12 8	12 8	12 4	3 5	3 3	3 4	Mymensingh.				

K The retail price of salt at Rangpore was 11 seers per rupee.

L In the sub-division the retail price of salt per rupee at Naitura and Nowgong was 12 seers.

M In the sub-division the retail prices of salt per rupee were—Gubanda and Kurigram 13 seers, and Nubhamari 12 seers.

N The retail price of salt at Barjunge was 13 seers per rupee.

O The retail price of salt at Falmatta in Alipur sub-division was 10 seers per rupee.

P In the sub-division the retail prices of salt per rupee were—Munickgunge 12 seers, and Naralingunge 14 seers.

Q In the sub-division the retail prices of salt per rupee were—Gubanda 13 seers, and Madaripur 12 seers.

R In the sub-division the retail prices of salt per rupee were—Patuakhali 10 seers, Persepore 11 seers, and Bhola 10 seers.

S In the sub-division the retail prices of salt per rupee were—Kishoregunge 12 seers, 11 to 12 seers, and Totauna 12 seers.



Number.	DISTRICTS.	RETAIL SALE :—QUANTITIES PER RUPEE BY THE										
		WHEAT.	BARLEY.	RICE, BEST SORT.	RICE, COMMON.	BULURGH MILLET— CUMBOO, HATTA.	GREAT MILLET— (HOLUM JOWAR).					
	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.

[illegible]

26	Patna	...	20 8	21 0	20 0	20 15	25 0	20 0	9 12	11 4	13 0	16 3	12 0	14 0	...	...	...	...	...	...
27	Gya	...	17 12	18 0	17 0	18 0	16 0	12 0	8 8	8 4	10 3	13 0	11 3	13 0	...	...	...	...	...	...
28	Shahabad	...	$\left\{ \begin{array}{c} 18 0 \\ \text{to} \\ 19 0 \end{array} \right\}$	19 8	$\left\{ \begin{array}{c} 16 0 \\ \text{to} \\ 17 0 \end{array} \right\}$	21 0	21 0	28 3	8 0	8 0	$\left\{ \begin{array}{c} 10 0 \\ \text{to} \\ 11 0 \end{array} \right\}$	12 0	12 0	$\left\{ \begin{array}{c} 13 9 \\ \text{to} \\ 14 0 \end{array} \right\}$	...	24 0	...	29 0	34 0	...
29	Darbhanga	...	18 12	18 11	18 0	19 12	22 0	23 0	9 10	9 5	11 0	12 5	13 2	18 0	...	...	...	...	...	...
30	Mooserpore	...	17 0	17 0	17 0	...	26 0	25 0	11 0	11 0	10 0	10 0	16 0	13 0	...	...	...	...	...	...
31	Saran	...	20 0	19 8	15 3	25 0	23 0	24 0	8 0	8 0	9 3	13 0	11 3	13 0	...	...	...	37 0	36 0	37 0
32	Chumpran	...	16 0	16 0	19 0	...	19 0	31 0	12 0	12 0	14 0	17 0	18 0	19 0	...	...	...	...	...	...
33	Meaghyr	...	19 15	19 7	17 13	19 14	18 9	21 0	10 3	10 3	10 3	12 1	11 3	11 3	...	...	...	...	...	...
34	Bhagalpore	...	19 9	18 15	15 2	20 2	20 2	22 11	10 11	10 6	11 15	13 14	13 4	13 14	...	...	...	...	...	...
35	Purneah	...	18 0	16 0	15 0	...	...	...	12 0	12 0	13 0	14 0	13 0	15 0	...	...	...	...	...	...
36	Maldah	...	19 8	19 0	17 8	...	...	...	10 0	10 0	12 0	12 0	13 0	13 0	...	...	...	...	...	...
37	Southal Perga.	...	15 0	16 0	14 0	...	...	...	11 0	10 0	14 0	15 0	14 3	17 0	...	...	...	...	...	...

23	Outback	...	21	0	19	11	13	2	...	...	...	13	2	13	2	13	2	17	19	17	1	21	0		
39	Poorwe	..	14	7	14	7	10	8	...	...	...	11	13	13	9	14	7	13	12	17	1	10	11		
40	Balaore	...	18	0	18	0	14	0	11	0	11	0	...	13	0	13	0	10	0	21	8	28	0	18	0

41	Hazareebagh ...	15	5	15	0	15	5	15	0	16	0	13	0	11	5	11	0	9	5	17	0	14	0	15	0
42	Lohardugga ...	15	0	15	0	15	0	...	...	10	0	10	0	12	0	14	0	20	0	18	0	18	0	...	...
43	Binghloom ...	15	0	15	0	16	0	20	0	20	0	14	0	20	0	18	0	24	0	24	0	24	0	22	0
44	Manthoom ...	14	0	14	0	13	0	...	...	...	15	0	13	0	14	5	21	0	18	0	20	0	...	...	

T In the interior the retail price of rice ranges from 23 so. to 10 shillings to 26½ seers per rupee.  
 U The retail price of salt at Bimhazari was 10 seers per rupee.  
 V In the interior the retail price of salt ranged from 9 to 13 seers per rupee.  
 W In the sub-divisions the retail prices of salt per rupee were:—Bhramanbariah 13 seers, and Chandpore 12½ seers.  
 X In the subdivision of Tajpore the retail price of salt was 11½ seers per rupee.  
 Y In the interior the retail price of salt ranged from 9 to 12½ seers per rupee.  
 Z In the sub-divisions the retail prices of salt per rupee were:—Bowan 11 seers and Gopalgunge 12 seers.

## Districts of Bengal for the Fortnight ending the 15th November 1884.—(Concl'd.)

SEER OF 80 TOLANS.																			WHOLESALE PRICES PER MAUND OF 40 SEERS.			DISTRICTS.
LESSER MILLET - KAPAS OR MUWA AND CHHENA.			MAIZE OR INDIAN CORN.			GRAM.			FIREWOOD.			SALT.			SALT.							
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.					
Eastern Districts.—Continued																						
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A.	Rs. A.	Rs. A.				
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21 In the interior the retail price of salt ranged from 10 to 13 seers per rupee.

22 In the sub-divisions the retail prices of salt per rupee were:—Bengal 11 seers, and Jambai 11½ seers.

23 In the sub-divisions the retail prices of salt per rupee were:—Banks 12 seers, Madhupura 10½ seers, and Moopole 11½ seers.

24 In the sub-divisions the retail prices of salt per rupee were:—Kishoregunge 10 seers and at Manerung in Arraich 11 seers.

25 In the sub-divisions the retail prices of salt per rupee were:—Rajmahal and Godia 11 seers and Doochur 13 seers.

26 The retail price of salt at Chitra was 11 seers and at Kharruckdha 13 seers per rupee.

Published for general information.

COLMAN MACAULAY,  
Secretary to the Govt. of Bengal.

## WHOLESALE PRICES-CURRENT of Food-grains, Firewood, and Salt in

Number	HARTS.	PRICES PER MAUND														
		WHEAT			BARLEY			RICE, BEST SORT.			RICE, COMMON.			BEANER MILLER— COMMON BATHA.		
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
		R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
1	Calcutta	2 4 0	2 4 0	2 14 0	2 0 0	2 0 0	2 0 0	4 14 0	4 14 0	4 8 0	3 12 0	3 12 0	2 12 0	3 8 0	3 8 0	1 15 0
2	Barragunge	2 8 0	2 8 0	2 1 0	...	...	...	4 2 0	4 4 0	4 0 0	3 2 0	3 3 0	2 0 0	...	...	...
3	Dacca	2 4 0	2 2 0	2 8 0	...	1 15 0	2 8 0	3 10 0	3 10 0	4 12 0	2 0 0	3 0 0	2 8 0	...	...	...
4	Narsingunge	...	...	...	...	...	...	3 8 0	3 2 0	2 12 0	2 15 0	2 12 0	2 2 0	...	...	...
5	Chittagong	2 8 0	2 8 0	3 2 0	...	...	...	3 0 0	3 4 0	3 12 0	3 6 0	2 6 0	1 12 0	...	...	...
6	Patna	1 14 0	1 12 0	2 0 0	1 10 0	1 8 0	1 8 0	3 8 0	3 0 0	3 12 0	2 8 0	2 14 0	2 14 0	...	...	...
7	Baharora	2 0 0	2 0 0	2 8 0	3 8 0	3 2 0	...	3 0 0	2 4 0	3 6 0	1 12 0	1 4 0	2 0 0	...	...	...
8	Porree	...	...	...	...	...	...	...	...	...	2 7 0	3 4 0	2 0 0	...	...	...
9	Cuttack	1 11 0	1 14 0	3 0 0	...	...	...	3 0 0	2 0 0	3 0 0	2 2 0	2 2 0	1 11 0	...	...	...

CALCUTTA,  
The 25th November 1884.

*the undermentioned Marts of Bengal for the Fortnight ending the 15th November 1884.*

OF 40 BEKRS.

GRASS MILLET— CHOLU JOWAR			LESSER MILLET— HARI OR MURWA AND CHITRA.			MAIZE OR INDIAN- CORN.			OR.			FIREWOOD.			SALT.			MARTS.
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	
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...	...	...	...	...	...	1 4 01	1 4 01	1 4 01	1 12 01	1 12 01	9 0 0	5 0 0	5 0 0	5 0 0	3 0 03	2 03 0 0	...	Patna.
...	...	...	...	...	...	...	...	...	2 8 0	2 8 02	2 0 0	5 0 0	5 0 0	4 0 0	3 3 03	6 04 2 0	...	Balasore.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2 7 09	7 02 12 0	...	Pooree.
...	...	...	2 6 0	2 6 0	2 6 0	...	...	...	1 10 0	1 10 0	1 11 0	0 8 0 0	8 0 0	8 0 0	2 12 03	2 12 03	2 12 0	Cuttack.

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COLMAN MACAULAY,  
Secy. to the Govt. of Bengal.

## Meteorological Report of the Province of Bengal

METEOROLOGICAL DIVISION.	DISTRICT.	Representative station.	STATION OBSERVATIONS.														Average humidity at 10 A. M.	Average cloud amount at 10 A. M. for week.
			AIR PRESSURE.			WIND.		TEMPERATURE.										
			Mean barometric height, 10 A. M.	Mean reduced to sea-level.	Variation from mean.	Prevailing direction.	Mean wind velocity.	Highest during week.	Lowest during week.	Mean maximum temperature.	Mean minimum temperature of week.	Mean daily temperature of week.	Variation from normal mean of week.	Mean 10 A. M. temperature.				
ORIGINAL.	Pooree	Gopalpore	29.982	30.012	—	NNW	27.4	81.0	87.0	77.2	60.2	68.0	—	72.7	59.1	2.7		
	False Point	False Point	29.983	30.017	—0.050	NE	18.3	80.9	85.0	79.5	57.1	68.3	—2.1	73.9	61	5.3		
	Cuttack	Cuttack	29.914	30.027	—0.033	Calm & ENE	21	83.5	85.0	83.2	57.8	70.6	—4.6	75.1	57	2.3		
	Balasore	Balasore	29.978	30.033	—	NNW	27.9	82.0	84.5	80.5	55.1	67.8	—	73.8	51	0		
SOUTHERN WEST BENGAL.	South-West Midnapore	Sanger Island	29.988	30.013	—0.025	N	23.7	79.2	80.0	78.8	62.4	70.6	—3.4	73.2	67	4.8		
	South 24 Pergunnahs	Midnapore	29.976	30.031	—	N	110.2	81.8	85.2	80.0	56.5	68.5	—	76.7	44	1.6		
	24-Pergunnahs	Calcutta	29.983	30.020	—0.037	NNW	100	80.1	84.3	79.5	60.8	70.4	—2.9	72.9	61	2.1		
	Hoerah	Hoerah	29.935	30.035	—0.100	NW	63.4	81.7	80.3	80.8	68.0	60.7	—2.7	73.4	51	3.1		
	Hooghly	Hooghly	29.935	30.035	—0.100	NW	63.4	81.7	80.3	80.8	68.0	60.7	—2.7	73.4	51	3.1		
	Bardwan	Bardwan	29.935	30.035	—0.100	NW	63.4	81.7	80.3	80.8	68.0	60.7	—2.7	73.4	51	3.1		
	Bankura	Bankura	29.700	—	—	NW	98	82.1	83.6	81.0	54.7	65.3	—	73.4	50	1.1		
	Boorhoom	Boorhoom	29.957	30.026	—0.069	NNW	43.3	81.1	83.2	79.0	58.9	60.2	—3.6	73.4	53	0.3		
	West Burdwan	West Burdwan	29.957	30.026	—0.069	NNW	43.3	81.1	83.2	79.0	58.9	60.2	—3.6	73.4	53	0.3		
	Moorshedabad	Moorshedabad	29.957	30.026	—0.069	NNW	43.3	81.1	83.2	79.0	58.9	60.2	—3.6	73.4	53	0.3		
	Nuddea	Nuddea	29.957	30.026	—0.069	NNW	43.3	81.1	83.2	79.0	58.9	60.2	—3.6	73.4	53	0.3		
	Jessore	Jessore	29.911	30.105	—0.094	NW	62.8	84.2	86.5	82.1	68.0	70.9	—1.7	76.1	57	2.4		
EAST BENGAL.	Khoolna	Khoolna	29.885	30.077	—0.192	NE	33	84.1	89.4	81.8	64.0	73.2	—0.8	78.7	76	9.0		
	Chittagong	Chittagong	29.885	30.077	—0.192	NE	33	84.1	89.4	81.8	64.0	73.2	—0.8	78.7	76	9.0		
	Chittagong Hill Tracts	Demagiri	29.912	—	—	N*	Out of order.	77.1*	88.1*	76.5*	60.9*	68.7*	—	75.3*	70*	0*		
	Backergunge	Backergunge	29.945	30.087	—	N	—	84.0	88.3	82.3	62.3	72.3	—	76.4	63	0.0		
	Noakholly	Noakholly	29.945	30.087	—	N	—	84.0	88.3	82.3	62.3	72.3	—	76.4	63	0.0		
	Furzedpore	Furzedpore	29.945	30.087	—	NW	39	82.5	88.0	80.5	60.1	70.8	—	76.4	63	1.0		
	Dacca	Dacca	29.945	30.087	—0.142	N	34	80.8	83.9	80.2	60.9	72.1	—1.3	77.9	67	1.3		
	Comillah	Comillah	29.941	30.077	—	NW	25.3	83.4	87.5	80.7	61.0	72.4	—	76.8	67	0.0		
	Mymensingh	Mymensingh	29.906	—	—	ENE	71.0	84.4	88.1	83.2	68.2	75.9	—	75.5	66	4.0		
	Bogra and Pabna	Sonajunga	29.917	30.095	—	NNW	83.0	83.1	86.7	81.3	68.4	69.6	—	73.0	58	1.0		
	Rajshahye	Rajshahye	29.940	30.015	—	NW	38.3	75.8	80.7	74.2	53.0	64.1	—	74.7	57	0		
	Dinagpore	Dinagpore	29.901	30.025	—	NNE	48.0	82.1	82.7	81.1	61.7	67.4	—	73.1	60	0.1		
NORTH BENGAL.	Bungpore	Bungpore	29.892	30.021	—	NE	51	83.1	83.4	81.2	64.8	67.8	—	73.2	56	0.3		
	Jalpigoree	Jalpigoree	29.719	30.014	—	E	67.2	82.4	81.1	81.0	63.1	67.4	—	74.6	50	0.3		
	Cooch Behar	Cooch Behar	29.719	30.014	—	E	67.2	82.4	81.1	81.0	63.1	67.4	—	74.6	50	0.3		
	Darjeeling Hill District	Darjeeling	29.943	—	—	Calm	10.9	84.8	80.9	81.0	63.0	68.0	—	74.8	70	2.5		
	Purneah	Purneah	29.902	30.034	—0.132	Calm	4.5	82.0	80.5	81.5	61.9	68.8	—2.5	74.6	67	0		
	North Bhagulpore	North Bhagulpore	29.902	30.034	—0.132	Calm	4.5	82.0	80.5	81.5	61.9	68.8	—2.5	74.6	67	0		
	Mozufferpore	Mozufferpore	29.878	30.081	—	WNW	17.9	78.9	85.9	78.2	67.2	67.7	—2.9	71.3	65	0		
	Durbhanga	Durbhanga	29.878	30.081	—	WNW	17.9	78.9	85.9	78.2	67.2	67.7	—2.9	71.3	65	0		
	Chumbarun	Chumbarun	29.864	30.038	—	WNW	18.7	80.3	84.4	79.3	65.5	67.4	—	72.8	58	0		
	Sarna	Sarna	29.845	—	—	WNW	18.7	80.3	84.4	79.3	65.5	67.4	—	72.8	58	0		
	Dohree	Dohree	29.801	30.060	—	SSW	18.6	78.5	85.0	73.8	60.9	65.3	—	70.6	52	0		
	Bahadur	Bahadur	29.792	30.043	—	WNW	20.4	81.4	86.4	79.8	62.0	66.1	—	71.4	48	0		
SOUTH BENGAL.	Arrah	Arrah	29.830	30.025	—	NW	18.1	80.3	83.0	78.8	63.3	66.0	—	71.0	58	0		
	Gya	Gya	29.853	30.043	—	W	34.2	81.3	80.2	79.8	64.1	67.0	—3.4	74.0	40	0		
	Patna	Bankipore	29.883	30.074	—0.191	W	35.2	79.4	85.1	78.0	65.4	67.0	—2.4	71.1	57	0		
	South Bhagulpore	Bhagulpore	29.852	30.029	—	NW	24.7	78.4	81.4	77.8	63.1	65.5	—	72.5	57	0		
	Monghyr	Monghyr	29.819	—	—	NW	20.5	79.0	82.1	78.0	63.4	64.5	—	71.5	59	0		
	South 24 Pergunnahs	Doonka	29.819	—	—	NW	20.5	79.0	82.1	78.0	63.4	64.5	—	71.5	59	0		
	Hazaribagh	Hazaribagh	29.887	30.048	—0.161	NW	163.7	77.2	80.5	74.8	62.7	63.7	—2.0	64.8	39	0.5		
	Lohardugga	Lohardugga	29.858	30.039	—	—	—	77.8	49.4	74.2	60.3	62.3	—	67.4	43	0		
	Manbhoom	Manbhoom	29.858	30.039	—	—	—	77.8	49.4	74.2	60.3	62.3	—	67.4	43	0		
	Singbhoom	Singbhoom	29.827	—	—	N	105.1	—	81.0	—	52.2	—	—	73.3	46	1.0		

\* Observations for five days.

Explanation.—Summary.—The normal means of air pressure and temperature are the arithmetical averages or means of the readings during the same. The humidity of the atmosphere is expressed as a percentage, saturated air being represented by 100. A clear sky is denoted by 0 and an overcast sky by 100. The normal means of the numerical means or averages of the rainfall in that district determined from the returns sent in by the sub-divisions of the district (L.A.), the total rainfall at the sub-divisional stations in the district sending in returns divided by the number of stations. A rainy



of the week ending Friday, the 21st of November 1884.

Rainfall of week at observing stations.	DISTRICT OBSERVATIONS.										Representative station.	DISTRICT.	METEOROLOGICAL DIVISION.
	RAINFALL.												
	Of week.		Since 1st of month.			Since 15th May.			Average number of rainy days.	Normal number of rainy days.			
	Mean for district.	Normal mean.	Mean for district.	Normal mean.	Variation.	Mean for district.	Normal mean.	Variation.					
NH	-	-	-	-	-	-	-	-	-	-	Gopalpore	Pooree	OUMA.
NH	NH	0.31	0.05	1.74	-1.69	48.46	50.79	-2.31	0.0	0.3	Fake Point	...	
NH	NH	0.23	NH	0.13	-0.13	47.65	52.03	-4.38	0.0	0.2	Cuttack	Cuttack	
NH	NH	0.07	0.02	0.80	-0.73	50.07	53.28	+3.21	0.0	0.1	Balasore	Balasore	
NH	NH	NH	NH	0.60	-0.60	49.59	51.53	+1.94	0.0	0.0	Bangor Island	North-West Midnapore	SOUTH-WEST BENGAL.
NH	NH	0.01	NH	0.34	-0.33	48.01	49.78	-1.77	0.0	0.1	Midnapore	Midnapore	
NH	NH	NH	0.05	0.33	-0.28	49.03	50.74	-1.71	0.0	0.0	Calcutta	Howrah	
NH	NH	NH	NH	0.37	-0.37	50.02	40.10	-10.92	0.0	0.0	Bardwan	Burdwan	
NH	NH	NH	0.05	0.24	-0.19	58.04	50.46	-7.58	0.0	0.0	Ranigunge	Berhampore	SOUTH-WEST BENGAL.
NH	NH	NH	NH	0.30	-0.30	35.42	49.59	-14.17	0.0	0.0	Barham pore	Mooredabad	
NH	NH	NH	NH	0.30	-0.30	30.42	49.30	-18.88	0.0	0.0	.....	Nuddea	
NH	NH	NH	0.23	0.30	-0.07	52.13	52.85	+0.72	0.0	0.0	Jessore	Jessore	
NH	NH	NH	2.74	1.01	+1.73	100.03	111.59	-11.56	0.0	0.0	Chittagong	Chittagong	SOUTH BENGAL.
NH	NH	NH	2.61	1.32	+1.29	92.06	80.52	-11.54	0.0	0.0	Dumagiri	Chittagong Hill Tracts	
NH	NH	NH	4.26	0.79	+3.47	83.23	78.08	+5.15	0.0	0.0	Barrisal	Bachergunge	
NH	NH	NH	7.85	1.65	+6.20	95.44	100.39	-4.95	0.0	0.0	Noakholly	Noakholly	
NH	NH	NH	0.03	0.29	-0.26	43.86	55.78	-11.92	0.0	0.0	Furzedpore	Furzedpore	SOUTH BENGAL.
NH	NH	NH	0.76	0.48	+0.28	47.81	58.48	-10.67	0.0	0.0	Dacca	Dacca	
NH	NH	0.02	1.81	0.54	+1.27	64.15	70.75	-6.60	0.0	0.1	Comilla	Comilla	
NH	NH	NH	0.34	0.31	+0.03	46.04	68.40	-22.36	0.0	0.0	Mymensingh	Mymensingh	
NH	NH	NH	0.16	0.37	-0.21	57.71	55.78	+1.93	0.0	0.0	Berhampore	Berhampore	SOUTH BENGAL.
NH	NH	NH	NH	0.23	-0.23	34.66	63.10	-28.44	0.0	0.0	Rampore	Rajshahye	
NH	NH	NH	NH	0.08	-0.08	58.74	60.37	-1.63	0.0	0.0	Dumagiri	Dumagiri	
NH	NH	NH	NH	0.11	-0.11	49.46	76.39	-26.93	0.0	0.0	Rangpore	Rangpore	
NH	NH	NH	NH	0.02	-0.02	98.23	113.80	-15.57	0.0	0.0	Jalpaigoree	Jalpaigoree	SOUTH BENGAL.
NH	NH	NH	NH	0.21	-0.21	113.61	162.01	-48.40	0.0	0.0	Darjeeling	Darjeeling Hill Districts	
NH	NH	NH	NH	0.03	-0.03	46.18	67.60	-21.42	0.0	0.0	Purneah	Purneah	
NH	NH	NH	NH	0.05	-0.05	31.70	42.10	-10.40	0.0	0.1	Meerutpore	Meerutpore	
NH	NH	0.02	NH	0.06	-0.06	41.60	43.62	-2.02	0.0	0.2	Dumagiri	Dumagiri	SOUTH BENGAL.
NH	NH	0.04	NH	0.07	-0.07	30.22	40.62	-10.40	0.0	0.1	Chupra	Chupra	
NH	NH	0.06	NH	0.21	-0.15	39.10	38.06	+1.04	0.0	0.1	Dumagiri	Dumagiri	
NH	NH	NH	NH	0.13	-0.13	27.74	30.53	-2.79	0.0	0.0	Gya	Gya	
NH	NH	0.01	NH	10.13	-10.12	28.09	40.74	-12.65	0.0	0.1	Bankipore	Bankipore	SOUTH BENGAL.
NH	NH	NH	NH	0.13	-0.13	39.82	41.81	-1.99	0.0	0.0	Dumagiri	Dumagiri	
NH	NH	NH	NH	0.17	-0.17	38.44	48.67	-10.23	0.0	0.0	Dumagiri	Dumagiri	
NH	NH	NH	NH	0.33	-0.33	34.10	40.40	-6.30	0.0	0.0	Hazratnagar	Hazratnagar	
NH	NH	0.03	NH	0.31	-0.28	36.69	47.04	-10.35	0.0	0.1	Kanai	Kanai	SOUTH BENGAL.
NH	NH	NH	NH	0.23	-0.23	44.07	50.70	-6.63	0.0	0.0	Chupra	Chupra	

period for the past ten years. The variations are negative when the mean for the week is less than the corresponding normal mean, and positive when greater. The number denoting cloud amount represents the part of the sky covered, the whole sky being denoted by 10. Under the head "district observations" for the period in question during the past 12 years. The means for the "district" are the numerical averages of the rainfall returns received day in one on which at least an hundredth of an inch fell.

## Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 21st November 1884.

Meteorological Division.	District.	Station.	RAINFALL.							TOTAL.		Total rain-fall from 1st to 21st November 1884.	Average total rain-fall from 1st to 21st November.	Total rain-fall since 15th May 1884.	Average rainfall from 15th May to date.	
			Saturday, 15th November.	Sunday, 16th November.	Monday, 17th November.	Tuesday, 18th November.	Wednesday, 19th November.	Thursday, 20th November.	Friday, 21st November.	Number rainy days.	of Rainfall week.					
CENTRAL.	Pooree	Pooree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.01	1.72	58.83	51.78	
		Khurdah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.49	58.17	50.09	
		Banpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.10	1.67	57.01	51.23	
		Falgun Point	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	2.13	51.84	50.08	
		Hookidola	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	?	50.70	?	
	Cuttack	Jagatsinghpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.01	0.91	46.12	46.42	
		Banki	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	?	46.12	?	
		Cuttack	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.83	50.03	50.51	
		Kendrapara	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.80	40.85	53.11	
		Jajpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.64	41.02	54.44	
Balasore	Chandball	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.86	50.08	53.58		
	Bhuddruck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.91	50.29	50.91		
	Sorah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.12	0.79	43.57	51.77		
	Balasore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.45	47.50	56.84		
	Jelinsore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.33	50.59	53.23		
SOUTH-WEST BENGAL.	Midnapore	Bargodeh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.30	51.81	53.51	
		Contai	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.74	40.85	51.06	
		Saugor Island	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.40	75.84	54.97	
		Tumlook	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.30	45.00	49.54	
		Midnapore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.20	40.15	47.11	
	24-Pargunnah	Ghatal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.08	37.25	53.20	
		Diamond Harbour.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.35	60.28	57.89	
		Alipore Jail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.37	57.83	53.90	
		Barrackpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.56	48.80	47.83	
		Bam-Dum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.46	55.38	50.65	
Howrah	Barnet	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.30	40.35	48.54		
	Kuonerhat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.02	50.52	52.54			
	Howrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.01	0.35	40.63	50.53		
	Moheswara (Dulchuria)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.41	45.49	51.71		
	Hooghly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.22	50.70	45.90		
Burdwan	Sokenpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.22	39.23	47.09		
	Hooghly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.18	0.20	34.32	54.55		
	Jehanabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	?	?	?		
	Culina	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.41	36.70	43.24		
	Burdwan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.30	35.32	47.02		
Bankura	Culina	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.30	30.73	47.25		
	Manasganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.15	30.03	40.55		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.10	44.80	48.06		
	Luda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	?	?	?		
	Hishenpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.02	35.48	43.99		
SOUTH-EAST BENGAL.	Kolkata	Kolkata	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	?	?	?	
		Kotulpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	?	?	?	
		Mulana	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.31	34.63	48.12		
		Bhatra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.30	40.30	55.63	
		Bierbhoom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.14	41.00	53.48	
Haldia	Holampore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.15	41.00	51.08			
	Bongrak	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.32	36.90	51.18		
	Kamarkhat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.40	38.83	46.67		
	Kishoreganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.42	29.72	46.21		
	Kamarkhat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.44	37.44	51.09		
SOUTH-EAST BENGAL.	Mohorpur	Mohorpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.10	34.72	40.81		
		Koushtea	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.27	41.81	59.99	
		Sakura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.41	42.47	55.10	
		Beghat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.20	40.14	50.55		
		Khokha	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.42	44.84	54.18		
Jessore	Narail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.17	31.01	47.74			
	Jessore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.12	30.59	55.90			
	Jhondah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.24	48.80	53.40		
	Mugorah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.15	44.18	48.79			
	Kandi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.40	35.63	49.78		
SOUTH-EAST BENGAL.	Moorthadabad	Banpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.20	35.12	50.46	
		Banpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.32	35.64	51.30	
		Lalbah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.34	31.06	46.19	
		Azamganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.24	30.94	46.59	
		Jungipore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.11	32.42	47.38	
	Chittagong	Lalsala	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.16	30.20	49.41	
		Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.17	125.88	131.30	
		Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.83	84.38	91.50	
		Bansmali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.32	42.80	95.61	
		Kochi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.19	62.40	?		
Bakergunge	Agartala	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.67	54.78	64.45		
	Patankhali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.05	84.20	87.43		
	Farazpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.70	63.23	63.23		
	Barrail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.35	70.05	56.94		
	Bhola	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.71	57.00	53.51		
Noakhali	Noakhali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.92	87.01	109.06		
	Boony	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.74	97.24	109.10		
	Madaripore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.25	46.31	53.67		
	Farazpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.36	57.47	57.83		
	Ligamda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.39	57.97	53.67		
Dacca	Manikganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.24	60.74	71.44		
	Dacca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.35	42.63	58.87		
	Amniganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	1.06	40.84	?		
	Manikganj	0.00	0.00	0.00												

## Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 21st November 1884—concluded.

Meteorological division.	District.	Station.	RAINFALL.							TOTAL.		Total rain- fall from 1st to 21st November 1884.	Average total rain- fall from 1st to 21st November.	Total rain- fall since 16th May 1884.	Average rainfall from 16th May to date.
			Saturday, 16th November.	Sunday, 17th November.	Monday, 18th November.	Tuesday, 19th November.	Wednesday, 20th November.	Thursday, 21st November.	Friday, 22nd November.	Number of rainy days.	of Rainfall week.				
NORTH BENGAL.	Pabna	Pabna	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	48.34	53.94
		Sherpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.47	0.73	49.13	52.35
	Mogra	Sherpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.47	0.73	57.33	61.58
		Nowkhilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.45	0.65	54.16	58.04
	Majshetty	Bogra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.10	0.20	57.08	61.07
		Panchbibi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.01	0.01	59.07	63.22
	Maidah	Beaulah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.18	0.18	55.09	61.37
		Natore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.32	0.32	54.16	58.41
	Dinapore	Nowgung	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.10	0.10	51.58	55.07
		Maidah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.20	0.20	52.61	56.43
	Rangpur	Mohadehpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.20	0.20	55.08	58.72
		Churamon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.10	0.10	54.01	57.48
	Jalpaiguri	Raigunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	49.00	52.40
		Dumungapore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	54.08	57.48
	Jalpaiguri	Balookhat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	57.73	61.08
		Bhawanigunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	43.37	46.65
	Jalpaiguri	(Gyobanda).	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	55.57	58.85
		Rangpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.11	0.11	46.57	49.85
	Jalpaiguri	Kurigram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.22	0.22	46.47	49.75
		Bagdogra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.23	0.23	46.90	50.18
	Jalpaiguri	(Niphamsari.)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.00	54.28
		Jalpaiguri	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.10	0.10	101.86	118.98
NORTH BENGAL.	Dooch Behar	Dinhatta	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	84.38	88.78
		Dooch Behar	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	118.08	128.37
	Dooch Behar	Mickhanga	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	84.74	88.78
		Mickhanga	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	86.53	90.75
	Darjeeling Hill.	Buxa	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	131.06	140.08
		Siliguri	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	85.43	89.75
	Darjeeling Hill.	Darjeeling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.18	0.18	108.13	117.02
		Kampong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	84.20	88.42
NORTH BENGAL.	Purneah	Kinshengpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	55.75	59.03
		Arrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.82	55.10
	Purneah	Purneah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	46.39	49.67
		Maddipore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	37.98	41.26
	North Bhagal- pore.	Soopool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	39.30	42.58
		Soopool	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	39.30	42.58
	Durbhanga	Tajpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	55.77	59.05
		Durbhanga	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	50.73	54.01
	Durbhanga	Maddubani	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	44.18	47.46
		Maddubani	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	44.18	47.46
	Mouserpore	Sitamarhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	56.98	60.26
		Mouserpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	43.45	46.73
	Mouserpore	Majpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	54.08	57.36
		Majpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	54.08	57.36
	Mouserpore	Motihari	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	41.53	44.81
		Bettiah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	44.53	47.81
	Saran	Gopalgunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	50.80	54.08
		Saran	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	39.78	43.06
	Saran	Obuprah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	39.78	43.06
		Obuprah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	39.78	43.06
NORTH BENGAL.	Shahabad	Buxa	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.79	62.07
		Delree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	Shahabad	Mhuboah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	50.94	54.22
		Sasaram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	54.04	57.32
	Shahabad	Arrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	54.04	57.32
		Arrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	54.04	57.32
	Gya	Aurangabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
		Gya	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	Gya	Nowadah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
		Jahanabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	Patna	Patna	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
		Dinapore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	Patna	Behar	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
		Barra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	Monghyr	Bagosera	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
		Monghyr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	Monghyr	Jamui	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
		Jamui	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	South Bhagal- pore.	Bhagalpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
		Bhagalpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	North Per- gunnah.	Bakshal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
		Godda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	North Per- gunnah.	Pahur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
		Nya Doomka	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	North Per- gunnah.	Deognur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
		Juniata	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
SOUTH BENGAL.	Hamaribagh	Pachamba	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
		Hamaribagh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	51.27	54.55
	Hamaribagh	Gentagur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	58.28	61.56
Lohardugga	Lohardugga	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0.00	0.00	40.44	43.72	
	Kanchi	0.00	0.00	0.00	0.00	0.00	0.00								

**SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS  
TAKEN IN BENGAL DURING THE WEEK ENDING THE 21st NOVEMBER 1884.**

The weather in Bengal during the past week was of the usual cold-weather character. The barometric changes were small in amount, the temperature low and below the average, the air dry, and skies clear. The steadiness of the conditions in Bengal and at the head of the Bay appears to be largely due to the continuance of strong north-east monsoon winds on the Coromandel coast, which accompanies a very marked tendency to deficient pressure in the south-west of the Bay. This has been a permanent feature of the meteorology of the past six weeks. The logs of several vessels received in the Bengal Meteorological Office show that unusually heavy rain fell during the early part of the past week (i.e. from the 11th to the 16th) in the south-east and centre of the Bay. It is described in one log as "deluges of rain," and in another as "torrents of rain." This excessive rainfall at sea apparently accompanied or gave rise to a small cyclonic disturbance, the existence of which was first shown by the Madras coast observations of the 18th and 19th. It increased slightly in intensity on the 20th, and passed across the Coromandel coast on the morning of the 21st. The indraught to this from the north slightly intensified the northerly winds at the head of the Bay, and gave the weather in Bengal the steady character it had during the week. The chief feature of the week was unusually low temperature. The mean temperature of the week was 5° below the normal temperature in Orissa, 3° in South-West Bengal, Chutia Nagpur, and Behar, and 1° in East Bengal. This was chiefly due to the abnormally low night temperatures which at several stations in the interior were frequently from 5° to 8° below the normal night temperature.

**Pressure**—Was very steady during the greater part of the week. The disturbance in the south of the Bay reduced pressure in Bengal slightly below the average until the 20th. The passage inland of the storm on the 21st was accompanied with a moderate rise of the barometer, and pressure was on the 21st for the only time during the week above the average. The mean pressure of the week was .04" in defect in Orissa and South-West Bengal, .05" in East Bengal, and from .01" to .03" in Behar and Chutia Nagpur.

**Temperature**—Was, as it has been for some weeks past, considerably below the average. The maximum day temperature was, for the whole province, 2° in defect, and the minimum night temperature 4° below the average. The mean daily temperature of the Province was thus 3° below the normal temperature of the week. The following table gives data for comparison of the mean maximum and minimum temperature of the week with the normal in the case of several stations.

			MAXIMUM DAY TEMPERATURE.		Deficiency.	MINIMUM NIGHT TEMPERATURE.		Deficiency.
			Normal average for week.	Actual average of week.		Normal average for week.	Actual average of week.	
Outlook	...	...	85.7	83.2	2.5	64.5	57.8	6.7
Calcutta	...	...	81.4	79.5	1.9	63.0	60.8	2.2
Burdwan	...	...	82.5	80.8	1.7	62.2	58.5	3.7
Jessore	...	...	83.0	82.1	0.9	61.6	59.5	2.0
Dacca	...	...	83.2	82.2	Nil	63.6	60.9	2.7
Patna	...	...	81.5	79.6	1.9	57.2	55.4	1.8
Purneah	...	...	82.6	81.6	1.0	58.0	51.9	6.1
Hazaribagh	...	...	76.7	74.6	2.1	56.5	52.7	3.8

**Wind and cloud.**—Light westerly winds prevailed in Behar and Chutia Nagpur, and light to moderate north-westerly to north-easterly winds in Bengal and Orissa. The skies were cloudless during the greater part of the week, and no rain fell in any part of the Province.

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the week ending Friday, the 21st November 1884 :—

METEOROLOGICAL DIVISIONS.	TEMPERATURE.							RAINFALL.								
	Highest observed during week.	Lowest observed during week.	Averages for week.			Average mean of week above or below normal mean of week.	Of week.		Raining days.			Since 1st of month.		Since 15th May.		
			Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in week.	Normal average number in week.	Variation.	Average.	Normal average.	Average.	Normal average.
Orissa	83° 2	64° 5	60° 2	57° 0	58° 9	-5° 1	Nil	0° 15	-0° 15	0° 0	0° 3	-0° 2	0° 08	1° 10	51° 78	53° 01
South-West Bengal	84° 3	53° 3	60° 4	53° 7	59° 0	-2° 7	Nil	Nil	Nil	0° 0	0° 0	0	0° 00	0° 24	44° 57	51° 07
East Bengal	86° 0	17° 4	61° 5	52° 0	57° 1	-0° 0	Nil	Nil	Nil	0° 0	0° 0	0	2° 31	0° 05	66° 24	76° 39
North Bengal	83° 1	50° 7	60° 0	54° 8	57° 3	-	Nil	Nil	Nil	0° 0	0° 0	0	0° 08	0° 17	63° 12	72° 43
North Bihar	82° 0	47° 6	70° 8	53° 6	60° 7	-3° 2	Nil	0° 02	-0° 0	0° 0	0° 1	-0° 1	Nil	0° 05	39° 10	47° 08
South Bihar	81° 4	50° 1	78° 2	54° 1	62° 4	-2° 0	Nil	0° 01	-0° 01	0° 0	0° 0	0	Nil	0° 18	30° 11	42° 45
Chota Nagpur	77° 31	62° 47	74° 41	61° 51	68° 07	-2° 07	Nil	0° 01	-0° 01	0° 0	0° 0	0	Nil	0° 31	36° 46	41° 22

\* Mornflopore not included.  
† Chyebassam not included.

METEOROLOGICAL OFFICE, BENGAL;

JOHN ELIOT,

The 24th November 1884.

Meteorological Reporter to the Govt. of Bengal.



**Results of the Meteorological Observations taken at the Alipore Observatory from  
16th to 22nd November 1884.**

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr.	TEMPERATURE.				HYGROMETRY.				WIND.		Rain.	WEATHER.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.	Miles recorded.		
1884.		°		Inches.	°	°	°	°	°	Inches.	°	%			Inches.	
Nov.	16th	125.8	10.5	29.948	69.7	80.1	10.4	62.1	63.7	0.477	57.6	67	NW	143	Nil.	Partially cloudy.
"	17th	124.7	9.2	29.88	69.1	80.0	10.9	62.1	63.8	0.472	57.4	68	NNW	119	"	Partially cloudy.
"	18th	125.3	8.4	29.914	68.4	79.0	10.6	61.1	62.4	0.465	56.1	71	NNW and N by W	98	"	Chiefly cloudy.
"	19th	125.9	9.4	29.911	68.4	79.5	11.1	60.3	61.8	0.466	57.0	69	NNW	95	"	Partially cloudy.
"	20th	124.6	10.3	29.836	67.6	78.0	10.4	56.1	61.9	0.460	56.3	74	NNW	65	"	Chiefly clear.
"	21st	123.9	10.1	29.83	67.8	80.0	12.2	56.3	62.9	0.469	56.3	74	NNW and NW by N	66	"	Chiefly clear.
"	22nd	124.5	9.7	29.909	68.2	80.1	11.9	57.7	61.5	0.458	55.4	86	NNW and NW by N	72	"	Clear.

The mean pressure of the seven days	...	Inches	29.947
The average pressure of the corresponding period for 24 years, S. G.'s Office	...	...	29.992
The total number of hours of bright sunshine	...	Hours.	67.6
The maximum possible number of hours of sunshine	...	...	76.7
The mean temperature of the seven days	...	°	68.5
The average temperature of the corresponding period for 24 years, S. G.'s Office	...	...	73.8
The extreme variation of temperature	...	...	22.4
The maximum temperature	...	...	80.1
The highest velocity of the wind in one hour	...	Miles.	10
The highest pressure of wind on one square foot	...	lbs.	Not measurable.
The mean relative humidity	...	%	70
The average relative humidity of the corresponding period for 24 years, S. G.'s Office	...	...	70

The total fall of rain from 16th to 22nd November 1884	...	Inches.	Nil
The average fall of the corresponding period for 24 years, S. G.'s Office	...	...	0.01
The total fall from 1st January to 22nd November 1884	...	...	62.61
The average fall of the corresponding period for 24 years, S. G.'s Office	...	...	65.14

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from observations made at 6h, 10h, 16h, and 22h.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard Newman's No 86 formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

dew.

METEOROLOGICAL OFFICE, INDIA;  
Calcutta, the 24th November 1884.

HENRY F. BLANFORD,  
Meteorological Reporter to the Government of India.

Results of the Thermometrical Observations taken at the Meteorological Office,  
Chowringhee, from 16th to 22nd November 1884.

MONTH.	Date.	TEMPERATURE.				Mean wet bulb.	HYGROMETRY.			Rain.
		Mean.	Maximum.	Range.	Minimum.		Vapour tension.	Dew point.	Humidity.	
		°	°	°	°	°	Inches.	°	%	Inches.
November	16th	71.5	79.3	16.7	68.9	68.4	.470	57.3	61	Nil
"	17th	70.8	78.3	17.4	61.4	62.8	.469	57.3	63	"
"	18th	69.0	76.3	16.3	59.7	62.8	.480	58.4	69	"
"	19th	69.6	77.3	17.4	62.9	63.0	.489	58.4	68	"
"	20th	69.4	76.3	20.3	57.9	63.3	.504	59.3	70	"
"	21st	69.9	74.3	20.5	68.3	63.4	.493	58.8	68	"
"	22nd	70.0	80.9	22.0	68.9	63.3	.490	58.4	68	"

The mean temperature of the seven days ...

The extreme variation of temperature ...

The maximum temperature ...

The mean relative humidity ...

The total fall of rain from 16th to 22nd November 1884 ...

The mean temperature and humidity are obtained by applying to the mean of the 10h, 16h and minimum readings a correction dependent on the range, and derived from the hourly observations at the Surveyor-General's Office, Chowringhee, in past years.

METEOROLOGICAL OFFICE, INDIA;  
Calcutta, the 24th November 1884.

H. F. BLANFORD,  
Meteorological Reporter to the Govt. of India.

## MEMORANDA.

The returns received from the first class Municipalities in Bengal, during the week ending 8th November 1884, disclose the following results:—

1. That during the week in question births and deaths were recorded in the proportions, respectively, of 28.4 and 38.5 per 1,000 of population, as opposed to 21.9 and 31.3 per 1,000, respectively, during the preceding week ending 1st November, indicating a considerable rise in the registration of both events.

2. That these events were returned at the highest rates by the undermentioned Municipalities:—

Births.			Deaths.		
		Ratio per mille.			Ratio per mille.
Serampore	...	52.9	Poori	...	158.3
Bhagulpore	...	52.4	Dacca	...	68.3
Ranaghat	...	42.0	Chittagong	...	65.7
Mozufferpore	...	40.2	Suburbs of Calcutta	...	48.4
Durbhanga	...	39.4	Mozufferpore	...	42.7
Howrah	...	39.0	Bhagulpore	...	42.4
Dacca	...	35.6	Durbhanga	...	41.7
Hughli	...	33.6	Purneah	...	41.6
Gya	...	32.1	Burdwan	...	39.7
			Darjeeling	...	39.1
			Kishnaghur	...	37.8
			Naraingunge	...	37.2
			Midnapore	...	35.6
			Gya	...	32.8
			Howrah	...	30.6
			Jessore	...	30.6
			Ranaghat	...	30.0

3. That the principal diseases, specified in the table appended to this memoranda, furnished the death-rates indicated below:—

			Ratio per mille during the weeks ending—	
			8th November 1884.	1st November 1884.
Cholera	...	...	4.8	2.0
Small-pox	...	...	2	1
Fever	...	...	17.9	15.1
Bowel-complaints	...	...	5.7	4.5
Injury	...	...	5	2
Other causes	...	...	9.4	9.4

The above figures denote that, in comparison with the preceding week, there occurred during the week under review a noticeable increase of mortality from cholera, fever and bowel-complaints, particularly from the two first-named diseases.

4. That while small-pox and bowel-complaints were nowhere conspicuously fatal, the rest of the death-causes exhibited their greatest activity in the undermentioned Municipalities:—

Cholera.		Fever.		Injury.		Other Causes.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.		Ratio per mille.
Poori	102.7	Purneah	38.1	Beaulah	13.1	Poori	27.8
Chittagong	28.2	Jessore	30.6			Darjeeling	23.0
Narainganj	12.4	Chittagong	30.5			Dacca	22.1
Chupra	6.8	Ranaghat	30.0			Suburbs of Calcutta	15.3
Dacca	6.5	Dacca	28.5			Mozufferpore	14.6
Durbhanga	6.3	Bhagulpore	26.3			Kishnaghur	13.2
Mozufferpore	4.9	Burdwan	22.9			Hughli	10.7
Suburbs of Calcutta	4.5	Midnapore	21.7			Gya	10.2

It will be noticed that cholera prevailed with abnormal virulence in Poori and with marked severity in Chittagong. Fever is also seen to have prevailed with great fatality in Purneah, Jessore, Chittagong and Ranaghat.

5. That the death-rates under the heads of Sex, Class and Age, stand as noted below:—

According to Sex.		According to Class.		According to Age.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.
Males	39.4	Christians	52.1	Under 1 year	300.2
Females	37.8	Hindus	36.2	1 and under 5 years	43.2
Ratio of male deaths to every 100 female deaths	118	Mahomedans	43.5	5 " 10 "	25.8
		Budhists	24.1	10 " 15 "	23.1
		Other classes	72.8	15 " 20 "	27.2
				20 " 30 "	24.2
				30 " 40 "	26.7
				40 " 50 "	31.1
				50 " 60 "	43.7
				60 years and upwards	82.7

B. LIDDERDALE, M.D., Deputy Surgeon-General.

The 24th November 1884.

Sanitary Commissioner for Bengal.

Statement showing the results of the registration of births and deaths in the first class Municipalities in Bengal during the week ending 8th November 1884.

1		2		3		4		5		6		7		8		9		10		11		12			
DISTRICTS.		NAMES OF MUNICIPALITIES.		POPULATION.		NUMBER OF--		RATIO PER 1,000 OF POPULATION PER ANNUM.		RATIO OF MALE BIRTHS TO EVERY 100 FEMALE BIRTHS.		DEATHS FROM--		DISEASE.		RATIO PER 1,000 OF POPULATION PER ANNUM.		RATIO OF DEATHS PER 1,000 OF POPULATION PER ANNUM TO THE PREVIOUS WEEK.		DEATHS.		RATIO PER 1,000 OF POPULATION PER ANNUM.		RATIO OF MALE DEATHS TO EVERY 100 FEMALE DEATHS.	

\* A special census of the Europeans in the Darjiling Municipality was recently taken, as the census of this section of the community taken in February 1883 was not reliable, owing to the Europeans being at a minimum in that month. The number of the natives residing at that time as it was not necessary to measure them. The ratio have consequently been calculated on the basis of the population under all heads in the above table, except "250," the ratio under which have been omitted, inasmuch as the census of the Europeans above alluded to cannot be employed as a basis of calculation owing to the results of this census under this head not having been recorded under the authorized form of age classification.

DISTRICTS.		NAME OF MUNICIPALITIES.		MORTALITY ACCORDING TO—										Age.										Ratio per 1,000 of Population per Annum.				
				Class.																								
				Deaths among—																								
				Deaths.																								
Christians.	Hindus.	Mahomedans.	Buddhists.	Other classes.	Under 1 year.	1 and under 5 years.	5 and under 10 years.	10 and under 15 years.	15 and under 20 years.	20 and under 30 years.	30 and under 40 years.	40 and under 50 years.	50 and under 60 years.	60 and under 70 years.	70 and under 80 years.	80 years and up.	Under 1 year.	1 and under 5 years.	5 and under 10 years.	10 and under 15 years.	15 and under 20 years.	20 and under 30 years.	30 and under 40 years.	40 and under 50 years.	50 and under 60 years.	60 years and up.		
Burdwan	Burdwan	20	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Midnapore	Midnapore	19	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Hughli	Hughli and Chinsurah	15	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Baranpore	Baranpore	9	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Howrah	Howrah	40	18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
24 Parganas	Suburbs of Calcutta	145	85	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Ruddee	Kishinagar	11	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Jessore	Ranaghat	8	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Kajhatya	Santipore	8	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Darjiling	Jessore	4	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Dacca	Rampore Beaulah	44	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Chittagong	Darjiling	6	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Tipperah	Dacca	1	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Falga	Chittagong	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Gya	Cumilla	24	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Shahabad	Patna City	4	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Moulvibazar	Gya	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Durbhanga	Arrah	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Barisal	Moulvibazar	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Chittagong	Durbhanga	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Barisal	Chittagong	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Moulvibazar	Barisal	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Purneah	Moulvibazar	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Port	Purneah	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
TOTAL	TOTAL	18	537	323	1	3	175	728	341	302	456	341	302	456	341	302	456	341	302	456	341	302	456	341	302	456		

Office of Sanitary Commissioner for Bengal,

R. LIDDERDALE, M.D., Deputy Surgeon-General,

Sanitary Commissioner for Bengal.





## PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Circular Canal at the Chitpur Toll Station for the month of October 1884.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Tollage.		
		Weight of cargo.	Value of cargo.	Maunds.	Tons.			
	LOCAL TRAFFIC.	Mds.	Rs.			Rs.	A.	P.
219	Coal	1,77,286	67,099	3,48,475	12,446	2,406	0	6
9	Roadstone	9,200	2,944	18,925	675	74	1	6
29	Earthenware	2,100	1,050	8,250	294	34	14	0
12	Sand	4,100	1,230	9,025	322	68	8	6
2	Firewood	500	100	1,225	43	9	3	0
6	Iron	1,913	5,739	5,025	179	38	7	6
11	Jute	4,100	12,300	10,100	360	37	14	0
2	Paddy	1,325	1,987	3,000	107	26	4	0
1	Wheat	200	550	700	25	6	2	0
1	Gram	500	1,000	1,200	42	10	8	0
4	Mustard-seed	1,600	4,800	3,625	129	31	11	6
1	Oil-cake	81	86	950	33	3	9	0
3	Vegetables	250	500	675	24	4	0	6
1	Tobacco	75	750	150	5	1	5	0
1	Spices	100	2,000	1,900	67	16	10	0
318	Salt	1,29,115	3,71,205	3,21,700	11,489	2,747	15	0
3	Bones	800	1,200	1,650	58	10	7	0
618	Total	3,33,225	4,74,540	7,36,575	26,297	5,527	7	0
619	Total of same month last year.	3,57,632	2,51,615	7,44,375	26,590	5,907	0	0
	MISCELLANEOUS.							
961	Empty, passenger, planks, fish, golepatta, onion, fowls, &c.	50,300	2,01,900	6,50,950	23,248	3,252	14	6
172	Boats under 25 maunds	.....	.....	.....	.....	43	0	0
.....	Demurrage	.....	.....	.....	.....	96	9	9
1,133	Total	50,300	2,01,200	6,50,950	23,248	3,392	8	3
1,130	Total of same month last year.	1,00,000	3,00,000	2,74,200	9,793	2,564	3	3
1,751	Grand Total	3,83,525	6,75,740	13,87,525	49,545	8,919	15	3
1,749	Grand total of same month last year.	4,57,632	5,51,615	10,18,575	36,383	8,471	3	3

## MEMORANDUM.

	Rs.	A.	P.
Unrecovered balance on the 1st of the month	90	4	3
Amount of tollage for the month	8,919	15	3
Total	9,010	3	6
Amount credited in the accounts for the month	8,607	9	6
Balance at the end of the month	402	10	0

## PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Circular Canal at the Dhappa Toll Station for the month of October 1884.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.	
	LOCAL TRAFFIC.	Mds.	Rs.			Rs. A. P.
14	Earthenware ...	730	365	2,125	75	18 9 6
88	Lime ...	1,04,900	89,165	1,92,275	6,866	1,680 5 6
458	Firewood ...	2,21,900	44,380	4,16,700	14,882	3,125 4 0
7	Iron ...	472	1,416	2,975	108	12 12 9
7	Brass ...	800	28,000	2,525	90	12 5 9
730	Jute ...	5,15,943	15,47,829	10,33,500	36,910	9,043 2 0
37	Mats ...	3,250	16,250	10,450	373	91 7 0
5	Paddy ...	1,050	1,575	2,400	85	21 0 0
616	Rice ...	2,66,924	7,34,234	5,22,900	18,675	4,576 6 0
24	Gram ...	11,250	22,500	22,850	816	200 0 6
8	Linseed ...	2,000	8,000	5,300	189	46 6 0
27	Mustard-seed ...	12,322	30,966	24,325	868	212 12 6
163	Other oils ...	32,361	1,61,805	72,475	2,588	317 1 3
26	Oil-cake ...	5,750	6,109	16,750	598	146 9 6
101	Fruits ...	7,150	28,600	15,800	564	138 4 0
142	Vegetables ...	38,539	77,078	75,025	2,700	681 11 6
5	Tobacco ...	1,227	8,589	2,950	105	20 14 3
5	Spices ...	600	12,000	1,400	50	12 4 0
3	Turmeric ...	200	2,000	525	18	2 4 9
1	Cocoanut ...	500	10	225	8	1 15 6
45	Grass for cattle ...	996	3,984	15,825	565	138 7 6
1	Straw ...	20	100	425	15	3 11 6
27	Betelnuts ...	6,465	64,650	12,750	455	111 9 0
10	Sugar, unrefined ...	2,505	15,030	4,075	145	35 10 6
26	Jaggery ...	7,486	37,430	14,875	531	130 2 6
67	Salt ...	5,431	14,256	17,250	616	75 7 6
10	Hides ...	4,415	8,830	1,150	41	10 1 0
12	Bones ...	1,225	1,837	2,900	103	25 6 0
20	Dry fish ...	925	9,250	3,000	107	26 4 0
2,685	Total ...	12,57,336	29,82,288	24,96,325	89,144	20,897 3 9
2,932	Total of same month last year.	11,27,460	33,72,275	24,16,400	86,287	19,880 10 9
	MISCELLANEOUS.					
4,138	Empty, passenger, planks, golpatta, onion, tamarind, fish, shells, &c.	8,87,200	15,48,800	8,85,600	31,628	6,993 6 9
541	Boats under 25 maunds	.....	.....	.....	.....	135 4 0
.....	Demurrage	.....	.....	.....	.....	731 15 6
4,679	Total ...	3,87,200	15,48,800	8,85,600	31,628	6,860 10 3
5,735	Total of same month last year.	4,57,150	9,82,500	12,97,550	46,840	12,576 3 3
7,364	Grand Total ...	16,44,536	45,31,038	33,81,925	1,20,772	27,757 14 0
8,667	Grand total of same month last year.	15,84,610	43,34,775	37,13,950	1,32,627	32,406 14 0

## MEMORANDUM.

Unrecovered balance on the 1st of the month	...	...	...	434 10 9
Amount of tollage for the month	...	...	...	27,757 14 0
Total	...	...	...	28,192 3 9
Amount credited in the accounts for the month	...	...	...	27,110 14 9
Balance at the end of the month	...	...	...	1,081 10 0

## PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Tolly's Nullah for the month of October 1884.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.	
	LOCAL TRAFFIC.	Mds.	Ra.			Ra. A. P.
50	Coal	24,761	9,284	51,723	1,846	203 2 0
28	Roadstone	18,900	4,725	38,550	1,376	144 9 0
35	Bricks	4,75,800	4,282	1,20,150	4,291	450 9 0
9	Tiles	9,100	291	4,750	169	17 13 0
101	Earthenware	5,540	2,770	16,725	595	74 7 6
22	Sand	8,900	2,669	20,225	721	80 8 0
1	Lime	25	21	25	.....	0 4 0
204	Firewood	65,650	13,130	89,600	3,196	673 0 0
7	Iron	1,860	5,580	5,500	196	24 12 0
4	Brass	400	14,000	1,200	41	7 14 0
6	Cotton	188	2,256	2,650	93	23 3 6
17	Jute	6,360	19,080	13,425	478	117 8 0
87	Mats	4,500	22,500	14,100	503	123 6 0
340	Paddy	30,791	46,186	64,625	2,307	565 11 6
1,129	Rice	1,07,165	3,45,060	2,14,650	4,097	1,234 5 0
8	Gram	1,940	3,880	4,175	88	36 0 9
32	Mustard seed	10,770	32,310	24,625	879	198 0 9
38	Other oils	5,134	25,670	12,200	435	53 6 0
3	Fruits	110	440	300	9	1 7 0
59	Vegetables	5,411	10,822	11,750	418	48 7 0
12	Tobacco	1,650	16,500	3,375	220	29 11 6
2	Spices	10	200	50	1	0 8 0
16	Cocoanut	1,800	3,600	400	14	4 0 0
5	Grass for cattle	38	152	1,050	37	9 3 0
505	Straw	3,252	18,260	69,075	2,466	463 7 0
9	Betelnuts	3,320	33,200	8,125	290	71 8 6
90	Jaggery	8,551	42,755	19,700	702	140 10 0
129	Salt	26,016	82,344	98,475	3,551	419 2 0
13	Cattle	360	720	775	27	6 13 6
2	Dry fish	60	600	225	8	1 15 6
2,918	Total	8,28,362	7,63,287	9,12,200	29,054	5,225 5 0
3,895	Total of same month last year.	4,59,921	6,44,394	9,61,875	34,325	6,571 14 9
	MISCELLANEOUS.					
3,812	Empty, passenger, chee-rah, shells, planks, fish, babla wood, &c., &c.	83,600	3,34,400	5,77,125	20,611	3,450 6 6
186	Boats under 25 maunds	.....	.....	.....	.....	46 8 0
.....	Demurrage	.....	.....	.....	.....	74 0 9
3,998	Total	83,600	3,34,400	5,77,125	20,611	3,570 15 3
4,322	Total of same month last year.	4,00,738	15,00,651	8,22,050	29,357	3,820 13 0
6,911	Grand Total	9,11,962	10,97,687	14,89,325	49,665	8,796 4 3
7,717	Grand total of same month last year.	8,60,659	21,45,045	17,83,925	63,682	10,392 11 9

## MEMORANDUM.

Unrecovered balance on the 1st of the month	...	...	...	Rs. A. P.
Amount of tollage for the month	...	...	...	183 2 9
				8,793 4 3
Amount credited in the accounts for the month	...	...	Total	8,976 7 0
				8,604 7 0
Balance at the end of the month	...	...		372 15 3

## ABSTRACT FOR THE MONTH OF OCTOBER 1884.

	TRAFFIC 1884-85.		TRAFFIC, 1883-84.	
	During the month.	To end of the month.	During the corresponding month.	To end of the corresponding month.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
<b>CIRCULAR CANAL.</b>				
Circular Canal at Chitpore toll-station	8,919 15 3	44,279 13 0	8,471 3 3	40,675 13 3
Ditto at Dhappa toll-station	27,757 14 0	1,24,650 3 9	32,406 14 0	1,41,886 12 0
Total	36,677 13 3	1,68,939 0 9	40,878 1 3	1,82,012 9 3
Tolly's Nullah	8,796 4 3	57,187 7 6	10,392 11 9	64,809 9 9
GRAND TOTAL	45,474 1 6	2,26,126 8 3	51,270 13 0	2,46,822 3 0

CALCUTTA,  
The 24th November 1884.

C. W. ODLING,  
Under-Secretary to the Govt. of Bengal.

## Nalhati State Railway.

Statement showing Increases and Decreases in maundage of Staples carried over the line during the month of October 1884, as compared with the corresponding period of October 1883.

STAPLES.	1883.		1884.		1883.	1884.	Increase.	Decrease.
	Up.	Down.	Up.	Down.	Total.	Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
XIII. 1 & 2. Brass and bell-metal ware	13	10	0	8	22	17	5	5
XIV. 2. Mable grain	134	50	42	10	180	52	128	128
VIII. 4. Lucea-goods	47	47	47	47	47	47	0	0
XXXIII. 1 & 2. Sugar and jaggery	13	13	4	4	13	4	9	9
XXX. 1 & 2. Silk and silk clothes	15	15	15	15	15	15	0	0
XXIX. 1 & 2. Seeds of all sorts	30	4	30	30	30	30	0	0
XXVIII. Sundries	76	80	80	22	160	208	48	48
VII. Cotton	10	10	2	10	10	2	8	8
VI. Coal	234	188	188	234	234	168	66	66
XXVII. Revenue stores	20	20	11	11	20	11	9	9
XXVI. Salt	20	20	11	11	20	11	9	9
Total	576	165	432	42	741	496	245	245

## DECREASE.

Mable grains	128
This decrease is due to partial failure of paddy crops for want of early rain.	
Sundries	48
This decrease is due to less import for want of purchasers.	
Coal	46
This decrease is due to previous stock not exhausted.	

Nalhati, the 21st November 1884.

RUSSICKLAL ROY, A.E.,  
Offy. Manager, Nalhati State Railway.

## Weekly Return of Traffic Receipts on Indian Railways.

## EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 15th November 1884 on 1,509½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	203,192	2,05,216 14 0	20,06,743 10	5,45,327 11 0	14,720 4 0	2,25,283 14 0	63,415	67,603	140,678
Or per mile of railway	175 11 2	175 11 2	175 11 2	381 4 3	9 13 0	149 11 0	440 11 0	440 11 0	440 11 0
For previous 19 weeks of half-year	3,783,029	43,31,434 11 0	3,51,87,174 0	12,20,139 14 0	2,78,469 11 4	1,28,30,043 4 4	1,160,327	1,576,740	2,767,476
Total for 20 weeks	3,986,221	45,36,650 10 0	3,71,93,916 10	12,65,467 9 0	2,83,189 15 4	1,33,65,907 2 4	1,222,742	1,644,382	2,867,364
COMPARISON.									
Total for corresponding week of previous year	220,007	3,03,183 13 1	22,85,541 0	5,93,647 11 2	20,919 10 1	3,21,751 2 11	69,255	104,371	172,026
Per mile of railway corresponding week of previous year	183 3 10	183 3 10	183 3 10	394 11 8	13 13 10	213 13 4	490 13 4	490 13 4	490 13 4
Total to corresponding date of previous year	3,931,345	44,52,710 10 10	4,71,45,809 0	1,23,37,191 11 7	3,55,763 11 2	1,71,45,039 1 7	1,533,044	2,829,238	3,702,502

Approximate Statement of gross receipts of the East Indian Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 15TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 15TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 17TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 15TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
1,509	2,21,751	147	1,509½	2,25,283	149	1,509	3,12,60,280	20,710	1,509½	2,52,62,875	16,740	.....	69,77,386

## SINDIA STATE RAILWAY.

Approximate Return of Traffic for week ended 15th November 1884 on 74½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	4,570	4,292 0 0	55,161 30	2,743 11 0	101 4 0	7,143 8 0	671	1,018	1,689
Or per mile of railway	61 11 11	57 9 11	743 11 0	36 14 4	1 5 11	95 14 2	91 11 0	101 11 0	192 11 0
For previous 19 weeks of half-year	80,034	66,007 3 0	4,52,347 30	41,946 12 3	1,833 3 3	1,08,787 3 0	12,047	17,351	29,398
Total for 20 weeks	84,604	70,299 11 0	4,57,508 20	44,690 7 3	1,833 3 3	1,10,620 11 0	12,718	18,369	31,087
COMPARISON.									
Total for corresponding week of previous year	4,518	3,700 2 0	40,006 0	2,613 18 0	51 3 0	4,364 3 0	630	997	1,627
Per mile of railway corresponding week of previous year	60 7 4	50 7 4	538 0 0	35 11 11	1 1 3	58 4 8	85 4 8	101 11 0	192 11 0
Total to corresponding date of previous year	80,101	70,061 10 11	4,48,212 30	44,360 10 0	2,281 8 0	1,17,303 12 11	12,705	17,220	29,925

Approximate Statement of gross receipts of the Sindia State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 15TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 15TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 17TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 15TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
74½	4,292	57	74½	4,292	57	74½	2,01,925	2,710	74½	2,14,268	2,870	12,343	.....



## PATNA AND GYA STATE RAILWAY.

Approximate Return of Traffic for week ended 15th November 1884 on 57½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	11,437	8,043 12 0	37,525 30	2,874 13 0	58 0 0	10,937 2 0	1,707½	1,369½	3,077
Or per mile of railway	207	140 10 0	650 16	49 8 11	1 0 5	191 3 4	.....	.....	.....
For previous 19 weeks of half-year	264,820	1,57,265 13 0	6,68,615 30	58,532 3 0	1,870 0 0	2,17,629 0 0	32,700½	18,039½	51,444
Total for 20 weeks	276,257	1,65,310 0 0	6,46,141 20	61,387 0 0	1,868 0 0	2,29,566 2 0	34,528½	19,452½	54,391
COMPARISON.									
Total for corresponding week of previous year	15,832	9,225 7 11	46,035 20	2,804 0 0	41 8 0	21,601 6 11	3,608	1,000	2,508
Per mile of railway corresponding week of previous year	290	145 12 10	815 20	59 0 0	0 11 7	205 13 11	.....	.....	.....
Total to corresponding date of previous year	424,624	1,29,073 9 7	6,08,928 0	46,019 12 0	1,000 0 0	1,08,509 14 7	30,912	13,704	36,516

Approximate Statement of gross receipts of the Patna and Gya State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 17TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 15TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 17TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 15TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
57½	11,601	204	57½	10,937	201	57½	2,89,114	5,037	57½	3,42,069	6,030	53,947	.....

## GHAZIPUR-DILDARNAGAR STATE RAILWAY.

Approximate Return of Traffic for week ended 15th November 1884, on 12 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	2,100	380 4 0	14,869 0	257 0 0	27 4 0	773 14 0	280½	102½	320
Or per mile of railway	.....	32 7 0	.....	29 12 0	2 4 4	64 7 10	.....	.....	.....
For previous 19 weeks of half-year	38,725	7,303 13 0	1,62,861 10	3,683 9 0	514 12 0	11,382 4 0	4,004	934½	6,430
Total for 20 weeks	40,821	7,683 3 0	1,60,000 10	3,920 11 0	542 0 0	12,156 2 0	4,326½	2,467½	6,790
COMPARISON.									
Total for corresponding week of previous year	2,323½	402 13 0	19,701 10	304 12 0	40 13 0	644 0 6	221	139	359
Per mile of railway corresponding week of previous year	.....	33 9 2	.....	39 34 4	3 14 3	70 5 11	.....	.....	.....
Total to corresponding date of previous year	42,013½	7,358 10 8	2,11,544 0	5,020 11 0	497 13 0	12,877 2 6	4,569	2,243	6,652

Approximate Statement of gross receipts of the Ghazipur-Dildarnagar State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 17TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 15TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 17TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 15TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
12	644	70	12	774	64	12	28,410	2,368	12	30,030	2,508	1,620	.....

## EASTERN BENGAL STATE RAILWAY.

Approximate return of traffic for week ended 1st November 1884 on 359 miles open, including Calcutta and South-Eastern and Bengal Central Railway mileage.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated), including steam-tugs.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
A.—Total traffic for the week ...	106,680	41,821 0 0	3,28,307 0	74,043 0 0	5,872 0 0	1,21,135 0 0	12,729	31,845	44,574
Or per mile of railway ...	293	116 0 0	814 0	208 0 0	...	332 0 0	...	...	...
For previous 17 weeks of half-year ...	1,391,111	5,05,877 0 0	65,19,800 0	10,25,419 0 0	1,33,111 0 0	20,12,407 0 0	213,765	101,770	315,535
Total for 18 weeks ...	1,406,190	5,05,898 0 0	65,43,016 0	10,30,461 0 0	1,33,683 0 0	21,33,542 0 0	226,497	103,031	329,528
COMPARISON.									
B.—Total for corresponding week of previous year ...	84,578	39,306 0 0	2,75,230 0	56,556 0 0	10,105 0 0	1,06,946 0 0	9,639	6,111	15,750
Or per mile of railway ...	214	100 0 0	1,051 0	212 0 0	...	268 0 0	...	...	...
Total to corresponding date of previous year ...	1,356,818	4,90,360 0 0	62,01,741 0	10,71,737 0 0	1,54,817 0 0	18,76,916 0 0	176,173	146,784	322,957

A.—Includes receipts of Calcutta and South-Eastern Railway, and 50 per cent. of receipts of Bengal Central Railway, viz. Rs. 4,874 and Rs. 4,870 respectively apportioned over the several heads of traffic.

B.—Includes share of Bengal Central Railway receipts due to Eastern Bengal Railway for working, viz. Rs. 1,188, and Calcutta and South-Eastern receipts, Rs. 4,443.

## FINANCIAL YEAR.

Approximate Statement of gross receipts of the Eastern Bengal State Railway.

RECEIPTS FOR WEEK ENDING 3RD NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 1ST NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 3RD NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 1ST NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
263	1,29,305	490	359	1,51,185	421	240	31,04,400	12,931	318	51,70,973	9,579	67,479	...

## Increase in mileage.

		Miles.
Eastern Bengal State Railway	...	5
Bengal Central Railway	...	91
Total	...	96

## EASTERN BENGAL STATE RAILWAY.

Approximate Return of Traffic for week ended 8th November 1884, on 360 miles open, including Calcutta and South-Eastern and Bengal Central Railway mileage.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated), including steam-tugs.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
A.—Total traffic for the week ...	106,141	40,850 0 0	3,60,581 0	84,498 0 0	17,803 0 0	1,45,141 0 0	12,716	11,457	24,173
Or per mile of railway ...	290	114 0 0	1,000 0	235 0 0	...	403 0 0	...	...	...
For previous 18 weeks of half-year ...	1,406,190	5,05,898 0 0	65,43,016 0	10,30,461 0 0	1,33,683 0 0	21,33,542 0 0	226,497	103,031	329,528
Total for 19 weeks ...	1,406,291	5,05,898 0 0	65,43,016 0	10,30,461 0 0	1,33,683 0 0	21,33,542 0 0	226,497	103,031	329,528
COMPARISON.									
B.—Total for corresponding week of previous year ...	72,207	40,273 0 0	3,07,420 0	69,321 0 0	11,640 0 0	1,21,644 0 0	10,963	3,093	14,056
Or per mile of railway ...	200	112 0 0	1,100 0	200 0 0	...	319 0 0	...	...	...
Total to corresponding date of previous year ...	1,425,085	4,90,638 0 0	65,09,171 0	11,41,363 0 0	1,50,302 0 0	19,98,665 0 0	190,236	153,477	343,713

A.—Includes receipts of Calcutta and South-Eastern Railway, and 50 per cent. of receipts of Bengal Central Railway, viz. Rs. 10,145 and Rs. 5,014 respectively apportioned over the several heads of traffic.

B.—Includes share of Bengal Central Railway receipts due to Eastern Bengal Railway for working, viz. Rs. 1,103, and Calcutta and South-Eastern receipts, Rs. 4,901.

## FINANCIAL YEAR.

Approximate Statement of gross receipts of the Bengal Central Railway.

RECEIPTS FOR WEEK ENDING 10TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 8TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 10TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 8TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
263	1,21,544	463	360	1,43,141	398	240	32,20,143	13,418	334	33,14,119	9,323	88,076	...

## Increase in mileage.

		Miles.
Eastern Bengal State Railway	...	5
Bengal Central Railway	...	91
Total	...	96

## BENGAL CENTRAL RAILWAY.

*Approximate Return of Traffic for week ended 1st November 1884 on 126 miles open.*

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	17,149	8,941 0 0	11,127 0	354 0 0	63 0 0	9,740 0 0	2,090	1,812	4,302
Or per mile of railway ...	136	70 0 0	89 0	7 0 0	.....	77 0 0	.....	.....	.....
For previous 17 weeks of half-year ...	994,373	1,14,644 0 0	1,71,844 0	18,032 0 0	752 0 0	1,51,430 0 0	52,203	20,504	72,544
Total for 18 weeks ...	1,011,522	1,23,485 0 0	1,82,971 0	18,387 0 0	708 0 0	1,52,170 0 0	54,293	22,167	76,800
COMPARISON.									
Total for corresponding week of previous year ...	10,327	1,000 0 0	22,651 0	458 0 0	20 0 0	2,377 0 0	919	229	1,308
Per mile of railway corresponding period of previous year ...	82	54 4 1	647 0	13 1 5	0 0 0	47 14 8	.....	.....	.....
Total to corresponding date of previous year ...	171,155	56,189 0 0	2,50,572 0	5,445 0 0	411 0 0	57,435 0 0	16,974	5,602	21,776

## FINANCIAL YEAR.

*Approximate Statement of gross receipts of the Bengal Central Railway.*

RECEIPTS FOR WEEK ENDING 3RD NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 1ST NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 3RD NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 1ST NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
35	2,277	68	126	5,740	77	35	68,125	1,689	125	2,77,728	2,222	5,11,423	.....

## BENGAL CENTRAL RAILWAY.

*Approximate Return of Traffic for week ended 8th November 1884 on 126 Miles open.*

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	25,383	12,008 0 0	13,954 0	1,313 0 0	20 0 0	12,601 0 0	3,045	1,356	4,302
Or per mile of railway ...	196	95 0 0	111 0	10 0 0	.....	102 0 0	.....	.....	.....
For previous 18 weeks of half-year ...	1,115,531	1,23,485 0 0	1,82,475 0	16,897 0 0	708 0 0	1,41,178 0 0	54,653	22,167	76,800
Total for 19 weeks ...	1,140,914	1,35,593 0 0	1,93,427 0	18,100 0 0	808 0 0	1,54,001 0 0	57,799	23,503	81,332
COMPARISON.									
Total for corresponding week of previous year ...	10,080	1,849 0 0	21,019 0	532 0 0	13 0 0	2,394 0 0	902	806	1,308
Per mile of railway corresponding period of previous year ...	79	53 0 0	601 0	15 0 0	.....	64 0 0	.....	.....	.....
Total to corresponding date of previous year ...	181,183	39,438 0 0	2,71,691 0	6,007 0 0	439 0 0	59,839 0 0	17,175	5,802	22,986

## FINANCIAL YEAR.

*Approximate Statement of Gross Receipts of the Bengal Central Railway.*

RECEIPTS FOR WEEK ENDING 10TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 8TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 10TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 8TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
35	2,364	68	196	12,601	105	35	68,579	1,930	125	2,90,619	2,325	2,92,040	.....

## BENGAL PROVINCIAL RAILWAYS.

## Weekly Statement of Traffic Receipts.

Latest return received.	Name of Railway.	Length open.	RECEIPTS FOR WEEK ENDING		TOTAL RECEIPTS FROM 1st JANUARY		Total increase in 1884.	Total decrease in 1884.	Percentage of increase or decrease.
			22nd September 1883.	30th September 1884.	To 22nd September 1883.	To 30th September 1884.			
1884.		Miles.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
27th September	Northern Bengal	249	62,338 0 0	69,595 0 0	15,09,236 0 0	14,14,834 0 0	.....	1,94,419 0 0	-13
Ditto	Tirhoot	183	17,440 0 0	17,411 0 0	8,16,029 0 0	8,66,162 0 0	50,134 0 0	.....	+40
11th October	Nalhati	274	1,395 0 0	1,390 0 0	52,209 0 0	55,994 0 0	.....	4,165 0 0	+7
	Total	496	61,348 0 0	69,904 0 0	23,27,242 0 0	23,28,092 0 0	50,600 0 0	.....	+2

## BENGAL PROVINCIAL RAILWAYS.

## Weekly Statement of Traffic Receipts.

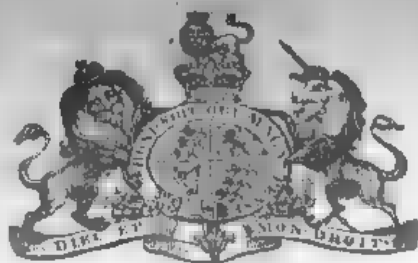
Latest return received.	Name of Railway.	Length open.	RECEIPTS FOR WEEK ENDING		TOTAL RECEIPTS FROM 1st JANUARY		Total increase in 1884.	Total decrease in 1884.	Percentage of increase or decrease.
			29th September 1883.	27th September 1884.	To 29th September 1883.	To 27th September 1884.			
1884.		Miles.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
27th September	Northern Bengal	249	60,966 0 0	59,905 0 0	16,59,219 0 0	14,73,781 0 0	.....	1,85,438 0 0	-11
Ditto	Tirhoot	183	17,197 0 0	16,322 0 0	8,38,153 0 0	8,84,384 0 0	46,231 0 0	.....	+30
11th October	Nalhati	274	1,436 0 0	1,710 0 0	53,095 0 0	59,910 0 0	.....	6,815 0 0	+13
	Total	496	60,507 0 0	59,933 0 0	23,06,948 0 0	24,10,925 0 0	60,976 0 0	.....	+3

## DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs. A. P.
Earnings for week ending 8th November 1884	11,481 0 0
Corresponding week last year	8,783 9 9
Increase	2,697 6 3
Receipts from 1st July to 8th November 1884	1,65,600 15 6
.. from 1st July to 10th November 1883	1,59,576 11 7
Increase	6,024 3 10
Miles open week ending 8th November 1884	50
Corresponding week last year	50
Receipts per mile open week ending 8th November 1884	229 9 11
Corresponding week last year	175 10 8
Increase	53 15 2

DARJEELING, the 15th November 1884.

W. STEVENSON, Secretary.



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, DECEMBER 3, 1884.

## OFFICIAL PAPERS.

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of Six Rupees per annum if delivered in Calcutta, or Twelve Rupees if sent by Post.*

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## REPORT ON THE CALCUTTA AND EASTERN CANALS AND NUDDEA RIVERS FOR THE YEAR 1883-84.

### GOVERNMENT OF BENGAL.

#### PUBLIC WORKS DEPARTMENT, IRRIGATION ACCOUNTS.

*Dated Calcutta, the 28th November 1884.*

#### RESOLUTION.

#### READ—

The report on the administration of the Calcutta and Eastern canals and Nuddea rivers for the year 1883-84, received from the Officiating Secretary to the Board of Revenue, with his letter No. 490B., dated the 26th July 1884.

Comparative statement of revenue and charges of Calcutta canals and Nuddea rivers for the year 1883-84, received from the Examiner of Public Works Accounts, with his endorsement No. 5800, dated the 25th June 1884.

#### Read again:—

Resolution No. 1932I.A., dated the 22nd October 1883, on the administration report of the Calcutta and Eastern canals and Nuddea rivers for the year 1882-83.

RESOLUTION.—The resolution of the 22nd October 1883 was the first issued since the year 1872. It was on the report for the year 1882-83, but in it the results of the working for the ten preceding years were only briefly noticed.

2. It is observed that commencing with the month of April 1883, statements showing the amount of traffic and tolls on these canals and rivers are published monthly by the Public Works Department in the *Calcutta Gazette* for general information. The following abstracts which have been prepared from these statements show the traffic each month during the year 1883-84, as compared with that of the corresponding month of the previous year.

## Calcutta Canals.

MONTH.	Number of boats.		Weight of cargo.		Value of cargo.		TONNAGE OF BOATS.				Tollage.	
							Tons.		Maunds.			
	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.
CIRCULAR CANAL.	No.	No.	Mds.	Mds.	Rs.	Rs.	Tons.	Tons.	Mds.	Mds.	Rs. A. P.	Rs. A. P.
April	4,060	3,018	7,01,501	12,88,825	16,78,700	19,63,750	55,643	1,05,583	10,42,022	22,51,025	18,989 14 0	33,334 14 0
May	4,300	4,742	8,86,311	10,57,710	10,76,318	25,62,181	66,094	80,329	12,00,175	23,49,225	10,741 1 3	17,466 10 2
June	5,080	6,647	11,42,351	12,57,105	9,34,245	22,87,007	67,014	85,274	13,33,100	24,37,901	11,253 14 9	21,880 10 2
July	5,310	6,209	10,01,545	12,35,505	18,24,100	24,07,850	55,747	92,435	15,08,525	25,07,915	13,424 14 8	21,534 0 3
August	4,730	7,539	8,81,572	15,13,742	11,29,789	28,27,481	62,303	1,18,403	17,44,535	32,59,775	14,783 4 3	24,755 8 3
September	7,580	9,118	13,05,300	19,35,980	20,80,125	34,70,411	88,713	1,41,080	24,85,750	39,07,075	21,383 5 0	33,378 3 2
October	6,360	10,416	13,74,345	24,62,242	33,46,025	48,26,300	93,089	1,60,010	25,23,275	47,32,525	22,400 6 0	36,878 1 2
November	7,711	11,046	12,73,970	24,16,085	30,91,700	60,00,443	14,238	1,40,084	24,34,225	52,04,375	22,307 1 3	44,469 3 5
December	8,235	9,329	13,05,195	17,84,250	25,12,230	64,08,075	1,02,387	1,40,434	25,72,450	63,14,375	24,803 3 0	37,940 13 5
January	9,510	12,543	19,08,965	24,82,002	38,43,095	1,04,71,983	1,54,043	2,48,202	42,07,350	69,53,125	37,405 2 0	55,286 13 0
February	9,390	9,044	24,39,765	19,09,940	41,81,210	38,43,000	1,71,011	1,90,616	48,13,800	49,16,425	41,609 6 5	60,042 6 0
March	10,070	7,480	21,47,580	17,38,037	30,25,330	42,08,824	2,07,077	1,44,443	57,98,050	51,95,800	47,813 12 9	39,910 13 3
Total Circular Canal	87,380	100,168	1,00,38,180	2,07,57,363	3,02,80,810	5,06,02,938	11,81,638	17,41,787	3,30,70,050	6,52,72,450	2,82,293 4 9	4,07,005 13 0
TOLLY'S NALLAH.	No.	No.	Mds.	Mds.	Rs.	Rs.	Tons.	Tons.	Mds.	Mds.	Rs. A. P.	Rs. A. P.
April	6,531	4,966	5,86,537	5,09,370	8,08,108	7,28,711	71,072	49,078	20,09,845	14,08,775	13,738 4 3	9,519 6 2
May	6,630	4,090	6,84,801	6,30,905	7,45,287	14,10,400	64,232	44,013	18,00,175	13,02,122	12,063 11 5	7,368 2 2
June	7,135	4,539	11,21,163	6,35,932	22,54,679	19,10,808	64,713	45,004	25,05,700	12,86,375	16,009 11 6	7,876 8 2
July	8,505	5,170	12,17,243	6,26,689	27,07,690	8,00,808	80,878	44,311	25,32,075	13,41,800	17,677 7 0	8,080 6 2
August	9,880	6,195	12,10,668	7,52,340	44,72,780	30,02,230	89,130	54,519	24,00,100	15,24,075	17,414 9 0	10,187 16 0
September	10,221	8,264	12,88,285	8,52,270	16,48,580	30,38,353	93,182	60,333	26,84,335	18,00,025	19,070 9 0	11,390 7 0
October	11,164	7,717	11,89,501	8,00,020	19,04,327	21,45,045	1,14,770	69,642	32,14,375	17,84,030	24,381 9 0	16,392 12 0
November	12,575	8,696	13,92,441	6,82,845	30,02,543	18,35,110	1,39,614	47,696	34,80,295	13,32,000	30,168 8 9	19,091 18 5
December	13,938	8,086	15,17,598	4,04,325	41,14,384	23,48,262	1,41,945	60,121	30,75,800	16,70,000	30,622 8 0	12,525 1 3
January	15,502	10,191	18,40,335	6,78,053	37,02,171	17,16,467	1,07,815	78,063	40,98,375	20,70,175	35,345 7 0	14,548 13 0
February	11,183	7,787	17,31,244	5,07,772	30,01,520	16,70,454	4,08,281	58,395	1,33,01,424	16,78,075	20,486 14 8	13,868 9 1
March	8,908	5,951	8,58,170	7,37,711	13,13,413	14,47,232	55,748	64,740	17,37,175	18,13,500	14,795 2 5	11,650 8 2
Total Tolly's Nallah	121,662	82,132	1,43,77,072	80,10,680	3,63,43,620	1,96,03,074	15,10,093	9,69,080	4,30,80,044	1,88,02,469	2,53,734 13 5	1,26,416 8 0
GRAND TOTAL	210,018	1,81,801	3,09,09,828	2,87,72,048	5,66,10,030	7,01,09,912	27,01,741	27,11,413	7,61,50,094	8,40,74,919	5,36,028 2 3	5,33,421 8 0

## Nudda Rivers.

MONTH.	Number of boats.		Weight of cargo.		Value of cargo.		TONNAGE OF BOATS.				Tollage.	
							Tons.		Maunds.			
	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.
	No.	No.	Mds.	Mds.	Rs.	Rs.	Tons.	Tons.	Mds.	Mds.	Rs. A. P.	Rs. A. P.
April	2,366	2,659	1,94,649	2,53,197	6,98,145	7,49,051	30,781	38,340	8,87,025	10,70,150	4,238 7 6	4,806 7 0
May	2,530	2,187	1,41,114	1,44,030	5,74,544	4,88,877	17,485	17,518	4,85,800	4,89,000	3,123 1 0	3,309 15 5
June	2,578	3,243	3,08,272	3,27,520	7,86,163	7,02,816	23,030	22,074	5,50,800	6,71,025	5,950 11 0	5,132 11 8
July	5,894	6,979	16,22,503	17,02,544	33,58,063	35,17,831	83,080	86,900	20,12,300	27,68,375	22,843 15 0	28,019 2 6
August	9,761	10,007	22,07,423	24,02,068	62,04,877	62,56,102	1,20,292	1,35,412	51,65,430	58,04,489	57,678 0 0	62,008 4 0
September	5,460	10,504	20,02,359	25,09,729	35,89,232	39,74,162	58,937	1,29,700	42,00,415	55,94,545	35,089 11 0	44,905 5 0
October	7,550	8,635	10,40,794	12,18,103	31,31,592	37,94,935	80,623	97,689	28,78,704	34,61,825	23,348 9 0	35,908 23 0
November	8,098	6,008	8,98,587	9,81,073	15,54,997	20,01,860	68,433	51,510	16,13,475	17,04,173	11,776 8 6	12,098 14 2
December	4,508	4,115	4,74,285	4,03,380	15,11,580	12,34,224	54,020	46,183	15,75,480	12,82,750	10,135 4 5	9,122 12 0
January	4,023	5,065	3,12,704	3,67,711	12,12,944	13,44,982	47,132	46,577	15,22,375	12,68,425	8,181 7 6	7,519 3 0
February	4,315	4,083	3,40,823	2,62,199	10,12,004	8,32,185	46,795	30,374	12,03,700	8,41,000	5,319 8 0	5,725 5 0
March	3,720	3,232	3,41,645	2,98,800	9,89,473	9,02,036	44,065	30,898	12,44,125	8,30,523	6,997 7 0	6,999 23 5
Total	81,000	85,000	95,02,005	1,06,09,023	2,42,86,981	2,89,07,912	7,02,488	7,43,302	3,54,10,517	2,65,80,483	1,33,371 9 9	2,00,007 7 0

3. The amounts in the column "tollage" of the foregoing statements are the earnings, and not the amounts actually credited in the accounts. The latter have been adopted by the Board in their remarks and statements.

## Calcutta and Eastern Canals.

4. At the commencement of the year under review, a brief history of the Calcutta and Eastern canals and the new Chitpore lock prepared by



Mr. R. B. Buckley, who was, at the time, Executive Engineer of the Circular and Eastern Canals Division, was submitted by the Superintending Engineer of the South-Western Circle, when orders were given to remove these canals with effect from the 1st April 1883, to the category of Provincial Works for which Capital and Revenue Accounts are kept.

5. The following statement shewing the Capital and Revenue Accounts for and up to the end of the year 1883-84 has been compiled by the Examiner of Public Works Accounts after consulting the Board. The accounts have not yet been finally accepted, but they are considered to be the best that can be prepared under the circumstances of the case. In the statement as now published interest on capital expenditure at the rate of 4½ per cent. to the end of 1880-81 and at 4 per cent. subsequently has been charged. It will be noticed that the total cost (Capital Account) of the canals up to the 1st of April last was Rs. 52,51,534 and that the total receipts had amounted to Rs. 1,75,62,487, against which must be charged working expenses Rs. 65,04,960 and interest on capital expended Rs. 65,61,871, leaving a balance in favour of the canals of Rs. 44,95,656. It is now proposed to carry out considerable improvements and extensions in the canal system, including the locking of Tolly's Nullah, which is a necessary adjunct of the proposed docks at Kidderpore, at a cost, as approximately estimated, of Rs. 65,00,000. This expenditure, however, depends on the possibility of arrangements being made to carry out the works from loan funds, as notwithstanding their undoubted remunerativeness, the canals have resulted in a net charge to the province during the last six years of Rs. 7,75,777, all expenditure capital and otherwise having been provided from provincial revenues. If it had only been necessary to meet the charge of interest on the capital outlay, in addition to working expenses, there would have been a net profit during the same period of Rs. 2,38,701.

Statement showing the Capital and Revenue Accounts of the Calcutta and Eastern Canals up to end of 1883-84.

YEARS.	CAPITAL ACCOUNT.						Interest charges.	REVENUE ACCOUNTS.								Net revenue.
	Direct charges.	INDIRECT CHARGES.				Grand Total.		Receipts.	CHARGES.					Grand Total.		
		Capitalization of permanent land revenue.	Loss by exchange.	Leave and pension allowances.	Total.				Direct.	Indirect charges.			Total.			
										Capitalization of permanent land revenue.	Loss by exchange.	Leave and pension allowances.				
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Obtained from Board of Revenue, Lower Provinces, Public Works Department—	54,91,012*	...	...	...	...	24,91,012*	32,90,814*	80,17,197†	13,63,012†	...	...	...	...	13,63,012†	66,53,485	
1861-62	73,960	...	...	2,536	2,536	76,506	1,15,760	4,05,791	1,20,636	...	...	2,060	2,060	1,29,872	5,75,040	
1862-63	100,489	...	...	3,678	3,678	104,167	1,17,276	3,80,890	4,61,410	...	...	4,105	4,105	1,55,911	2,34,279	
1863-64	1,367	...	...	1,847	1,847	1,368	1,26,495	4,07,298	3,25,310	...	...	2,767	2,767	9,25,106	2,39,190	
1864-65	44,603	...	...	918	918	45,521	1,20,359	8,09,033	1,64,329	...	...	8,130	8,130	1,73,065	1,94,917	
1865-66	35,247	...	...	996	996	36,243	1,37,195	5,10,170	1,65,725	...	...	3,063	3,063	1,63,068	3,40,694	
1866-67	14,938	...	...	333	333	15,271	1,30,121	3,66,140	1,67,450	...	...	5,015	5,015	1,70,374	2,15,599	
1867-68	1,232	...	...	51	51	1,283	1,29,491	3,77,077	1,47,924	...	...	2,634	2,634	1,09,762	2,29,015	
1868-69	24,181	...	...	371	371	24,552	1,30,050	3,00,350	3,06,310	...	...	6,552	6,552	3,12,862	3,37,414	
1869-70	15,039	...	...	328	328	15,367	1,39,500	3,12,044	3,34,292	...	...	7,614	7,614	3,40,806	3,76,120	
1870-71	17,970	...	...	331	331	18,301	1,51,640	3,50,403	1,72,164	...	...	7,005	7,005	1,80,000	1,97,005	
1871-72	37,616	...	...	728	728	38,344	1,52,833	3,03,043	1,64,100	...	...	6,200	6,200	1,62,505	2,04,784	
1872-73	20,730	...	...	426	426	21,156	1,54,141	4,01,770	3,42,396	...	...	6,464	6,464	2,47,870	1,53,901	
1873-74	25,245	...	...	424	424	25,669	1,55,174	4,13,376	1,80,846	...	...	5,234	5,234	1,92,074	2,20,901	
1874-75	25,500	...	...	635	635	26,135	1,60,314	3,57,269	1,30,711	...	...	4,447	4,447	1,04,161	1,05,704	
1875-76	59,847	...	...	950	950	60,797	1,84,219	4,46,313	4,28,400	...	...	11,730	11,730	4,40,225	5,114	
1876-77	52,984	...	...	2,068	2,068	55,052	1,10,789	4,34,044	3,30,474	...	...	9,708	9,708	2,42,963	1,45,101	
1877-78	14,143	...	...	264	264	14,407	1,42,249	4,41,208	1,84,509	...	...	8,725	8,725	1,06,325	2,42,981	
1878-79	1,93,127	...	...	5,408	5,408	1,98,535	1,40,676	4,01,635	1,79,234	...	...	6,480	6,480	1,76,703	2,36,832	
1879-80	2,54,181	...	...	5,817	5,817	2,60,008	1,54,502	3,44,503	1,98,776	...	...	4,171	4,171	1,02,346	1,51,616	
1880-81	6,14,402	...	...	12,591	12,591	6,27,093	1,74,447	4,14,144	2,15,001	...	...	3,572	3,572	2,19,323	1,64,422	
1881-82	8,50,123	...	...	8,145	8,145	8,58,268	1,76,101	4,62,447	3,27,254	...	...	4,067	4,067	3,03,221	2,60,245	
1882-83	3,16,039	...	...	6,092	6,092	3,22,131	1,60,005	6,54,194	3,20,205	...	...	6,632	6,632	3,26,907	2,72,297	
1883-84	1,61,297	...	...	3,237	3,237	1,64,534	2,04,054	5,03,101	2,20,924	...	...	11,407	11,407	2,32,331	3,32,070	
Total	61,82,644	...	...	50,000	50,000	62,32,644	65,61,871	1,75,62,487	69,70,083	...	...	1,34,007	1,34,007	65,04,960	1,70,67,527	

6. Turning to the operations of the year, the revenue has remained nearly stationary, the total receipts having been Rs. 5,64,101 against Rs. 5,64,194 received in the year previous. There has, however, been a very considerable reduction in the working expenses, as the expenditure on renewals debitable to revenue account has been Rs. 7,771 only against Rs. 1,11,955, expended on similar works in the previous year. The final result thus shows a net revenue of Rs. 3,32,070 against Rs. 2,37,297 for 1882-83. In the detailed statements given at paragraph 2, it will be noticed that the tollage received from boats using Tolly's Nullah is markedly less than that collected in the previous

year, whilst there is a corresponding increase in the receipts from tolls on boats using the Circular Canals. This is explained by the fact that the Chitpore Lock, leading into the river Hooghly, was open throughout the year, whilst in the year preceding Tolly's Nullah formed the only outlet into the river up to the middle of February when the Chitpore Lock was opened.

7. The number of boats on which tollage was paid during the year was 1,81,301 against 2,10,018 in that preceding, being a decrease of 28,717; this falling off is attributed to the short crop of jute and rice in the districts served by the canals. It is noticeable that of the decrease no less than 20,240 was in boats of under 25 maunds burden. The Commissioner of the Presidency Division rightly remarks that some increase in the traffic might fairly have been looked for, considering the increased facilities for through communication with the Hooghly afforded by the new Chitpore Lock; and there has in fact been an improvement in almost all items except those affected by the bad crops of last year. Some particulars regarding these are given below.

*Circular Canals and Tolly's Nullah.*

NATURE OF CARGO.	NUMBER OF BOATS.		WEIGHT OF CARGO.		TOLLAGE.	
	1883-83.	1883-84.	1883-83.	1883-84.	1883-83.	1883-84.
	No.	No.	Mds.	Mds.	Rs.	Rs.
Rice and paddy	82,008	37,374	68,44,781	69,61,816	1,53,149	1,12,142
Jute	10,380	8,673	46,02,440	38,10,887	93,431	82,354
Wheat	63	21	33,700	16,850	627	184
Coal	1,400	4,761	14,75,277	17,10,580	21,550	27,841
Lime	1,250	991	11,04,980	9,83,880	18,761	17,865
Salt	5,217	8,280	30,19,813	30,18,863	32,918	35,830
Pinewood	12,523	10,694	43,71,300	41,79,963	67,330	60,650

8. During the year a Committee was appointed to report on the working and management of the canals and was engaged from November to beyond the close of the year in enquiring into matters connected therewith. The Committee's report has, it is understood, been submitted to the Board of Revenue, and will be considered by Government later on. In the meantime the Commissioner states that the transfer of the toll station from Balliaghatta to Dhappa sanctioned on the recommendation of the Committee has been found to work well. A new form of ticket has also been experimentally introduced. It appears that the number of uncollected tickets has fallen off during the year from 5,459 to 3,036. The large number of missing tickets is not satisfactory, and the subject should receive the Board's attention in forwarding the Committee's report for the orders of the Lieutenant-Governor.

*Nuddea Rivers.*

9. The net revenue derived from these rivers for 1883-84 has amounted to Rs. 77,559 against Rs. 66,293 received in 1882-83. The total expenditure including Public Works charges was Rs. 1,25,275, being an increase of Rs. 8,601 over that incurred in the previous year. The increase in the collections which was general as regards the toll stations on the Bhagiruthee and Mathabangha rivers is said to be due to (1) the good state of the river Mathabangha in the earlier part of the year, (2) changes in the locations of the toll stations, and (3) careful supervision of the measurements of the boats; whilst the decline in the receipts from the Jellinghee river was owing to the early and unusual fall in the river. The Mathabangha was kept open throughout the year for empty boats by extra expenditure and constant attention on the part of the Public Works staff. A line of steamers under native agency ran from Calcutta to Kutwa during the rainy season of the year; and the number of steamers and flats passing up the Mathabangha river increased, owing to the Assam Trading Company's vessels using this route for the first time. It does not appear whether the obstruction to traffic at Hanskali noticed in the Commissioner's report was brought to the notice of the Executive or Superintending Engineer.

10. The acknowledgments of the Lieutenant-Governor are due to the Board of Revenue and the Commissioner of the Presidency Division for their valuable reports. Their remarks on the conduct, during the year, of the officers serving under them have been noted.

By order of the Lieutenant-Governor of Bengal,

J. M. McNEILE, *Lieut.-Col., R.E.,*

*Joint-Secretary to the Government of Bengal.*

EXPERIMENTS MADE IN FRANCE AND GERMANY FOR THE PREVENTION OF CATTLE-DISEASE BY INOCULATION.

The following papers are published for general information.

COLMAN MACAULAY,

Secretary to the Government of Bengal.

CALCUTTA, the 1st December 1884.

No. 88—2-12C.B., dated Simla, the 17th September 1884.

From—R. G. THOMSON, Esq., Offg. Under-Secretary to the Govt. of India, Revenue and Agricultural Department,

To—The Secretary to the Government of Bengal.

I AM directed to forward, for the information of His Honor the Lieutenant-Governor, a copy of the despatches noted in the margin, with enclosures (but without the pamphlets referred to, of which no spare copies are available), relative to experiments made in France and Germany for the prevention of cattle-disease by inoculation.

Despatch from the Secretary of State, No. 45B, dated the 12th June 1884.

Despatch from the Secretary of State, No. 58, dated 24th July 1884.

No. 45 (Revenue), dated India Office, London, the 15th June 1884.

From—THE RIGHT HON'BLE THE EARL OF KIMBERLEY, Her Majesty's Secretary of State for India,

To—His Excellency the Most Hon'ble the Governor-General of India in Council.

REFERRING to the letter of your Excellency's Government, No. 1 of the 22nd January 1884, on the subject of the prevention of

From the Foreign Office, 24th March 1884.  
M. Pasteur to Lord Lyons, 10th March 1884, accompanying statement.  
"Le Charbon et la Vaccination Charbonneuse" par M. Chamberland.  
Lord Lyons to Earl Granville, 30th March.  
To the Agricultural Department, 30th April.  
From the Agricultural Department, 15th May.  
Memorandum by Mr. Brown.  
Pamphlet by Mr. Brown.  
" by Dr. Williams.

cattle-disease by inoculation, I forward for your consideration, and for communication to the Government of the Punjab, copies of the correspondence and documents noted in the margin.

2. I shall be glad to learn the result of your consideration of this important subject, and also what success attended the trial of the vaccine provided by M. Pasteur on the

occasions alluded to in the enclosure of his letter.

Dated Foreign Office, the 24th March 1884.

From—EDMOND FITZMAURICE, Esq.,

To—The Under-Secretary of State for India.

I AM directed by the Secretary of State for Foreign Affairs to transmit to you, to be

Lord Lyons, No. 60 (Commercial).  
M. Pasteur.  
Book.  
List.

laid before the Earl of Kimberley, with reference to your letter No. R. S. and C. 347 of the 29th ultimo, a despatch from Her Majesty's Ambassador at Paris, enclosing a copy of a letter from M. Pasteur with two sub-enclosures, giving

information as to inoculation against cattle-disease.

45 Rue d'Ulm, Paris, the 19th March 1884.

From—L. PASTEUR, Esq., of the French Institute,

To—LORD LYONS.

I HAVE the honour to acknowledge receipt of your letter of the 15th March instant, in which you ask me, at the instance of the East India Government, the means to be adopted for the prevention of cattle-diseases in the Punjab, specially the splenic fever due to the presence of the bacillus anthracis.

2. This problem has been well tested and finally solved by the French in a most efficacious manner by means of a double inoculation made after an interval of from 12 to 15 days of liquids called "vaccins charbonneux," which are prepared by the help of the bacillus anthracis, and which attenuates by two degrees its fatal virulence.

3. The book enclosed, entitled *Le charbon et la vaccination charbonneuse* is composed by Mr. Chamberland from data obtained from my laboratory, and the information therein given will make you acquainted with the method of mitigating or attenuating the deadly virus, and the first results obtained in France in the years 1881 and 1882.

4. Though these last results are very satisfactory, those of the year 1883, by a progressive improvement of the means adopted, are even much more so. The rate of mortality due to vaccination alone cannot be more than one per thousand on five hundred thousand vaccinated cattle (viz. bullocks, sheep, cows, and horses).

5. Can we transmit to India the practice of vaccination and expect the same good results as in France? Certainly, but on one condition; and that is, that in India the same method must be followed as in France, and by that I understand that they shall make use chiefly of good and freshly prepared "vaccins."

In other words, if such an establishment for the preparation of good "vaccins" could be created in India, the results obtained would be the same as those realized in France, but as the "vaccins" under consideration undergo a change in time, and lose their efficacy if they are kept by for a long time, it is always easy to renew them and restore them to their former condition, even in India, after an interval of the time required for transmission from Paris to that far-off country.

6. We could then despatch from France to India the necessary seeds to supply the small establishment which I have referred to, and an intelligent young man somewhat conversant with chemical studies, could come and familiarise himself with the cultivation of the "vaccins" by remaining, in the first instance, two or three weeks, or a month at most, in my Paris Laboratory before proceeding to India.

7. There is another way open, and that will consist of reproducing in India, *ad oco*, all the manipulations and indispensable ingredients for the production and preservation of the two "vaccins," by following the instructions laid down in my publications inserted in 1881 in the *Compte rendus* of the Academy of Sciences.

I fancy, however, that this mode of procedure would be a task of great difficulty.

Nothing is easier than to obtain the bacillus anthracis attenuated and vaccinal; but that which is of the utmost importance is the test of its efficacy on the flocks, and as such indispensable, in order to establish the exact state of the vaccinal virulence of the two "vaccins."

8. All this has been done previously with the greatest care in my laboratory, and need not be repeated as far as France is concerned. We always make use of the same "vaccine" renewed by cultivation for the requirements of the French cultivators.

9. I advise you to adopt the same method for India, that is to say, the same French "vaccins."

In conclusion, I would advise you to send to Paris a young man who would learn in my laboratory the cultivation of "vaccins." He could then proceed to India and erect a small establishment according to the instructions which I shall give him. He could even bring away from France all the necessary material for this establishment, which are not at all complicated, and would only cost at the outside not more than 5 or 6,000 francs.

In my Paris laboratory the seeds of the "vaccins" and even the liquids for cultivation are all ready for sowing, and these could be despatched according to your Indian requirements.

Should you wish for greater details, I shall ask Mr. Chamberland, to whom I have entrusted the use of "*vaccins charbonneux*" to put himself in communication with any person you may be pleased to appoint.

Herewith enclosed—

1. The work above indicated.
2. List of "vaccins," already sent to India, with the date of despatch.

I have not yet received any information on the results arrived at.

"Vaccins" sent to India.

The 15th June 1882.—Mr. Nisbet, Conservator of Forests, Rangoon, Pegu Division, British Burma	50 elephants.
The 27th July 1883.—Messrs. Wallace Brothers, 6 Austin Friars, London, for the East Indies	250 elephants.
The 20th December 1883.—Mr. Cowerin, Kharefere, Cachar, East Indies	60 bullocks.
The 20th December 1883.—Mr. James Hunter, Inspector of Cattle- diseases at Madras, East Indies	2,000 sheep.

No. 80, dated Paris, the 20th March 1884.

From—Lord Lyons, Her Britannic Majesty's Ambassador at Paris,  
To—The Secretary of State for Foreign Affairs.

With reference to your Lordship's despatch No. 39 (Commercial) of the 6th instant,

1. From M. Pasteur, 19th March 1884.
2. *Le Charbon et la Vaccination Charbonneuse*  
par M. Chamberland (a book).
3. List of Vaccins already sent to India.

M. Pasteur, the eminent Physiologist. M. Pasteur, whose kindness and quickness in answering enquiries which I addressed to him, I need hardly point out, states that the means for preventing cattle-diseases, and especially splenic fever due to the presence of the *bacillus anthracis*, have been discovered and successfully applied in France. He forwards Mr. Charles Chamberland's book entitled "*Le Charbon et la Vaccination Charbonneuse*," which I beg to enclose, and says the results of the years 1881 and 1882, which it embodies, are surpassed by those of 1883. M. Pasteur thinks that the practice of vaccination can easily be extended to India, provided good "vaccins" freshly prepared are used in every case. That object can be attained by creating an establishment for the preparation of "vaccins" in

India. For that purpose he suggests that an intelligent chemist should be sent to his laboratory for a month, who would be able within that time to acquire the necessary experience before starting to found the establishment in India. He considers this course preferable to the alternative course of making successive experiments for the attenuation of virus as done by himself in this country.

The person to whom the Indian establishment might be entrusted would be able to obtain from M. Pasteur all the elements required for the purpose at an expenditure not exceeding 5 or 6,000 francs (£200 to £240). He could always have the vaccines and liquids for cultivation of the *bacillus anthracis* from the Pasteur Laboratory.

Dated India Office, the 30th April 1884.

From—J. A. GODLEY, Esq., C.B., Under-Secretary of State for India,  
To—The Chief Clerk, Veterinary Department, 44 Parliament St., S. W.

I AM directed by the Secretary of State for India to forward, for your information, Letter from the Government of India of 22nd January 1884, with copy of the correspondence marginally noted, and to request that you will be so good as to favour His Lordship with the opinion of the Veterinary Department whether it will be desirable to recommend to the Government of India to give effect to the proposals conveyed in M. Pasteur's letter of the 18th March.

Lord Kimberley would be glad to learn to what extent, and with what success, inoculation has been tried in this country as a remedy against cattle-disease.

I am to add that it would appear that M. Pasteur's system is prophylactic, chiefly against anthrax or splenic fever, a disease which is not the most destructive among cattle-diseases in India.

Dated Privy Council Office, Westminster, S. W., the 15th May 1884.

From—C. L. PEEL, Esq.,  
To—The Under-Secretary of State for India.

I HAVE submitted to the Lords of the Council your letter of the 30th ultimo, transmitting copies of correspondence from the Government of India seeking information concerning the practice and utility of inoculation for cattle-diseases, and I am directed in reply to transmit to you a copy of a memorandum (with enclosures) on the subject by the professional officer of this department.

*Memorandum referring to the communication from the India Office, dated April 30th, 1884.*

In this country inoculation for cattle-disease has been chiefly confined to contagious pleuro-pneumonia. There is a great deal of difference of opinion as to the extent and duration of the protective effect of the operation. The results of my own enquiries and experiments are contained in the extracts which I enclose.

I also forward a pamphlet by Dr. Willems, who first employed the operation in Belgium. When sheep-pox appeared in this country in 1846, inoculation was practised to some extent, and it was found that the mortality from the disease was much reduced. In subsequent outbreaks, however, the disease was extinguished by slaughter of the diseased sheep and frequently of those which were in contact with them.

Inoculation for cattle-plague has not been adopted in this country, and inoculation for anthrax has only been carried on here experimentally, as the disease has never prevailed extensively among our stock.

G. T. BROWN.

14th May 1884.

No. 58 (Revenue), dated India Office, London, the 24th July 1884.

From—The RIGHT HON'BLE THE EARL OF KIMBERLEY, Her Majesty's Secretary of State for India,  
To—His Excellency the Most Hon'ble the Governor-General of India in Council.

In continuation of my despatch No. 45, dated 12th June last, I forward herewith, Letter to Foreign Office, dated 28th February 1884, for the information of your Excellency's Government, copy of further papers noted in the margin regarding the prevention of cattle-disease by inoculation.

No. 347 R. S. & C., dated India Office, London, the 29th February 1884.

From—J. A. GODLEY, Esq., C.B., Under-Secretary of State for India,  
To—The Under-Secretary of State for Foreign Affairs.

I AM directed by the Secretary of State for India in Council to forward, for submission to Earl Granville, copy of a letter from the Government of India, No. 1 (Revenue and Agricultural Department), dated 22nd January last, requesting to be furnished with any information

which may be procurable, embodying the results of investigations made in France and elsewhere regarding the prevention of cattle-disease by inoculation.

I am to request that, in laying these papers before His Lordship, you will move him to cause the necessary enquiries to be made on the subject for communication to the Government of India.

Dated Foreign Office, London, the 6th March 1884.

From—LORD E. FITZMAURICE, Under-Secretary of State for Foreign Affairs,  
To—The Under-Secretary of State for India.

I AM directed by Earl Granville to acknowledge the receipt of your letter dated the 29th ultimo (No. 347 R. S. & C.), with its enclosure, containing an application on the part of the Indian Government for any information which may be procurable, embodying the results of investigations made in France and elsewhere regarding the prevention of cattle-disease by inoculation.

I am in reply to state, for the information of the Earl of Kimberley in Council, that Lord Granville has requested Her Majesty's Ambassador at Paris to take steps with a view of procuring the particulars on this subject desired by the Government of India, so far as France is concerned.

I am to add that upon receipt of further copies of the Indian Government letter, with an intimation as to the particular countries (besides France) to which enquiries on the matter in question should be addressed, Lord Granville will be happy to issue further instructions to Her Majesty's Representatives thereon.

No. 495 R. S. & C., dated India Office, London, the 25th March 1884.

From—J. A. GODLEY, Esq., C.B., Under-Secretary of State for India,  
To—The Under-Secretary of State for Foreign Affairs.

WITH reference to Lord Edmond Fitzmaurice's letter of the 6th instant, I am directed by the Secretary of State for India in Council to forward two additional copies of the despatch from the Government of India, No. 1 (Revenue and Agricultural Department), dated 22nd January last, regarding the prevention of cattle-disease by inoculation.

I am to add that the Earl of Kimberley is unable to state with certainty what are the particular countries besides France in which enquiries on the matter might advantageously be made. It is evident, however, from the last enclosure in the above mentioned despatch that considerable attention has been directed to the subject in Germany, and the researches made in that country would doubtless prove of service to the Government of India.

Dated Foreign Office, London, the 28th June 1884.

From—LORD E. FITZMAURICE, Under-Secretary of State for Foreign Affairs,  
To—The Under-Secretary of State for India.

WITH reference to your letter dated the 25th March last (No. 495 R. S. & C.), I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India in Council, the accompanying despatch, with its enclosures, from Her Majesty's Ambassador at Berlin, containing information regarding the results of experiments made in Germany for the prevention of cattle-disease by inoculation.

No. 76 (Commercial), dated Berlin, the 21st June 1884.

From—LORD AMPHILL, C.B., Her Britannic Majesty's Ambassador at Berlin,  
To—The Secretary of State for Foreign Affairs.

IN reply to your Lordship's No. 30 of this series of the 29th March last, I have the honour to enclose herewith, in copy and translation, a note which I have received from the German Minister for Foreign Affairs, embodying the information which I was instructed to obtain for the Indian Government in regard to the results of any experiments made in Germany for the prevention of cattle-disease by inoculation.

The four printed enclosures in Dr. Busch's note, herewith enclosed in original, contain all the available information respecting the experiments made in Prussia and in Brunswick by inoculation on the "Pasteur" system.

The system seems not to have been tried in any other German State.

Translation of a note by Dr. Busch, German Minister for Foreign Affairs,—(dated Berlin the 17th June 1884.)

THE undersigned has the honour to forward the following information to Lord Ampthill, Her Britannic Majesty's Ambassador Extraordinary and Plenipotentiary, in reply to his note of the 1st April last, respecting the scientific enquiries and practical experiments instituted in Germany with a view to the prevention of cattle-disease by inoculation.

An investigation directed by the Prussian Minister for Agriculture, Domains and Forests, into the effects of inoculation of pulmonary disease, is described at length in the



article of the Archives of Scientific and Practical Veterinary Research, of which a separate printed copy is hereto annexed (enclosure A.)

The use of the ordinary inoculation of pulmonary disease remains at the present time as much an open question as 30 years ago.

Various experiments have been made in Prussia on the effects of inoculation of splenic fever according to the treatment of Pasteur.

(1) On the Packesch domain in the province of Liebenweida. The experiment is described in enclosure B. At the conclusion of July 1st, 1882, there were on the establishment—

(a) Inoculated—

83 head of cattle.  
145 sheep and 121 lambs.

(b) Not inoculated—

122 sheep and 93 lambs.

Of these, up to May 14th, 1883, there died of splenic fever—

2 head of inoculated cattle.  
4 inoculated sheep.  
10 uninoculated sheep.

The experiment was repeated in the year 1883.

In May 1883—

82 head of cattle,  
176 sheep and 147 lambs

were inoculated, while

2 head of cattle,  
50 sheep and 56 lambs

remained uninoculated.

In consequence of the inoculation 4 sheep died. Up to the end of March 1884, there died of splenic fever—

1 beast which had been inoculated.  
1 beast which had not been inoculated.

Among the sheep no splenic fever occurred.

In pursuance of instructions from the Minister of Agriculture, Domains and Forests, a second repetition of the experiment is taking place at the present time.

(2) On the Dhonic property, in the province of Kroben, there were inoculated in the months of June and July 1882—

247 head of cattle.  
703 sheep.  
4 horses.

Of these there died in consequence of the inoculation 26 sheep and 1 calf.

Further, of the animals inoculated, there died up to June 1st, 1883, of splenic fever—

4 head of cattle.  
9 sheep.

In December 1882 there were inoculated—

321 sheep and  
24 head of cattle,

which had been bought since the month of July, and added to the stock.

Of these, 2 sheep died in consequence of the inoculation.

In March 1883 were inoculated—

243 sheep,  
10 calves,

and in December 1883—

106 sheep,  
18 calves.

Of the whole number of inoculated beasts between July 1883 and the end of February 1884, there died of splenic fever—

2 head of catt's.  
7 sheep.

(3) On a property in Gossleben, in the province of Eckartsberg, there were 81 head of cattle inoculated on the 31st July and the 14th August 1882. Of these there died in January 1883, 2 beasts; in March 1883, 1 beast.

(4) Of thirty-three head of cattle inoculated on an estate in Cannowurf, in the province of Eckartsberg, in September 1882, two died of splenic fever in May 1883.

The result of an experiment in inoculation at Salzdaßlum, in the Duchy of Brunswick, has not been completely ascertained.

More exact information as to the inoculatory experiments at Dhonic and at Cannowurf, as well as a short communication on the inoculation at Salzdaßlum, will be found in enclosures C and D.

In the non-Prussian Federal States, in which inoculation has been tried at all, with the exception of the experiments described in the enclosure, which was made at Salzdaßlum in the Duchy of Brunswick, the process followed has been the usual form of treatment which has obtained in other countries, and also in England, but more modern investigations and experiments have not been set on foot there.

The undersigned, in transmitting the enclosures, referred to, avails himself, &c., &c.

No. 82 (Revenue), dated India Office, London, the 25th September 1884.

From—The RIGHT HON'BLE THE EARL OF KIMBERLEY, Her Majesty's Secretary of State for India,

To—His Excellency the Most Hon'ble the Governor-General of India in Council.

In continuation of my despatch No. 58, dated 24th July 1884, I forward herewith, for the information of your Excellency's Government, a copy of a further letter from the Foreign Office, dated 30th August 1884, with accompanying correspondence, regarding the treatment of cattle-disease in Austria.

Dated Foreign Office, the 30th August 1884.

From—T. V. LISTER, Esq., Under-Secretary of State for Foreign Affairs,

To—The Under-Secretary of State for India.

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Earl of Kimberley, with reference and in reply to your letter of March 25th, a despatch as noted in the margin, respecting cattle-disease in Austria.

Sir A. Paget, No. 46, Commercial.

No. 46 (Commercial), dated Vienna, the 22nd August 1884.

From—SIR A. PAGET, Her Majesty's Ambassador at Vienna,

To—The Secretary of State for Foreign Affairs.

With reference to your Lordship's despatch No. 9 of this series of the 28th of March last, forwarding a copy of a letter from the Indian Government, applying for information embodying the results of investigation regarding the prevention of cattle-disease by inoculation, so far as Austria is concerned, I have the honour to forward to your Lordship a translation of Count Kalovsky's answer to the note which

Translation of notes of 8th August.  
Pamphlet.  
Pamphlet.

I addressed to His Excellency on the subject on the 2nd April last, with its enclosures.

#### Translation.

On receipt of the honoured note of the 2nd April last, the Imperial and Royal Ministry for Foreign Affairs requested the respective Ministries of both sections of the monarchy to give information respecting the results obtained by the trials made in Austria-Hungary to prevent animal diseases by inoculating.

The Imperial and Royal House Ministry (Austria) accordingly gave the following information:—

On the proposition of the Austrian Veterinarians, inoculation was admitted in the Law of the 29th of February 1880, R. G. B. 35, respecting the prevention and suppression of contagious animal diseases, only as far as regards pulmonary contagious diseases amongst horned cattle, and on impending contagious diseases, namely, pox amongst sheep. Respecting pulmonary contagious disease amongst horned cattle, paragraph 28 of the above law; and the Ministerial Ordinance of the 19th of March 1883, R. G. B. 35, respectively enact that the inoculation of pulmonary disease must only take place in stables already infected by this disease (inoculation *in extremis*) and in farms of infected villages threatened with the disease (precautionary inoculation) on the demand of the proprietor of the cattle at his risk and under the supervision of the Official Veterinarian, and provided that the decreed measures for isolation do not thereby suffer.

Respecting the contagious sheep-pox, paragraph 30 of the above law enacts as follows:—

"In case the appearance of this disease has been declared, and when the isolation of the sick animals from the sound cannot take place, or in case sickness amongst a flock acquires larger proportions, the inoculation (*in extremis*) of the animals still free from infection is to be carried through.

"On impending danger of the infection being carried to neighbouring flocks, the district authorities are authorized to order that such flocks may be inoculated.

"The proprietor of a flock requires, for the precautionary inoculation of his flock, the authorization of the district authorities with respect to veterinary police measures, the inoculated sheep are to be treated exactly like those infected by the pox.

"The slaughtering of sheep infected by the pox for the purpose of meat consumption is prohibited."

The inoculation *in extremis* of the contagious pulmonary disease was indeed tried in several provinces, as for instance, in Lower Austria, Moravia, and Galicia. The results, however, obtained by such inoculation have not been represented as having been of a favourable nature.

No precautionary inoculation of this disease has taken place, nor any scientific nor experimental investigations according to Pasteur's system respecting the inoculation of the contagious pulmonary disease and the mortification of the spleen. It is, therefore, impossible to give any information derived from experience respecting the same.

• The pox was noticed in 1880 and 1881 only in the Provinces of Lower Austria and of Dalmatia. Well tended, the animals easily got over the sickness, and neither inoculations in *extremis* nor as a precautionary measure took place, the isolation having been found sufficient for preventing the spread of the sickness.

The Royal Hungarian Ministry of Commerce reported that in Hungary the inoculation of the animals according to Pasteur's system has been tried by several veterinarians and lauded estate proprietors, whereby only very moderate results were effected. The said Ministry also transmitted two publications, of which, the one in German, by Dr. Azary, treats of the precautionary inoculation against the mortification of the spleen, and the second by Mr. Jacob, written in the Hungarian language, treats of precautionary inoculation against contagious pulmonary disease.

The undersigned, having the honour to report this to His Excellency Sir Augustus Paget, and enclosing the two above-named publications, embraces this opportunity, &c., &c.

(Sd.) PASTORI.

Cir. No. <sup>123</sup><sub>3-18</sub>, (Cattle Breeding and Cattle Disease) dated Simla, the 1st November 1884.

Endorsed by—The Government of India, Revenue and Agricultural Department.

Copy forwarded to the Government of Bengal, for information, in continuation of the endorsement from this Department, No. 38, dated the 17th September 1884.

## Rainfall, Weather, and State and Prospects of the Crops.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of Bengal, as reported to Government during the week ending the 29th November 1884.

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date
<b>BENGAL.</b>			
<i>Western Districts.</i>			
<b>BURDWAN DIV.</b>	1 Bardwan, Nov. 29 '84	Nil	Weather—seasonable. Prospects of <i>aman</i> paddy in Raneegunge and part of the Sudder sub-division fair, very bad in some parts, and in the rest of the district indifferent. Prospects of <i>rubber</i> generally good. The tendency to fall in the price of rice generally continues. Public health fair.
	Cuma	Nil	
	Cutwa	Nil	
	Raneegunge	Nil	
	2 Bankura, " 29 "	Nil	
	3 Beerbhoom, " 29 "	Nil	
<b>PRESDIDENT DIV.</b>	Hampore Haub	Nil	Weather—bright and cold. <i>Haimanti</i> paddy being reaped in places. Wheat, gram, mustard, barley, cotton, &c., now on the ground, are looking luxuriant. Sporadic cases of fever are reported from the Bishenpore sub-division, otherwise public health good.
	4 Midnapore, " 29 "	Nil	
	5 Hooghly, " 29 "	Nil	
	Howrah, Dec. 2 "	Nil	
	Calcuttaria	Nil	
	Central Districts.		
<b>PRESDIDENT DIV.</b>	6 24-Pergha, Dec. 1 '84	Nil	Weather—seasonable. Harvesting of paddy going on with an outturn varying from 12 to 16 annas. The crop as a whole is decidedly above the average. Prospects of winter crops favourable. Public health good. Fever is reported from Bussirhat.
	7 Nuddea, Nov. 29 "	Nil	
	Koochta	Nil	
	Meherpore	Nil	
	Choochdanga	Nil	
	Ranaghat	Nil	
<b>RAJSHAHY DIV.</b>	8 Khoolna, " 29 "	Nil	Weather—cool and bright. Harvesting of paddy going on favourably. Cholera is rather prevalent, otherwise public health good.
	9 Jessore, " 29 "	Nil	
	Jhenida	Nil	
	Magoora	Nil	
	Narail	Nil	
	Bengong	Nil	
<b>RAJSHAHY DIV.</b>	10 Moursheebad, " 29 "	Nil	Weather—cloudy and somewhat warm for a few days; but now bright and cool again. <i>Amun</i> paddy being harvested, the general outturn for the whole district will be fully 6 annas, possibly more. All <i>rubber</i> crops doing well except <i>kala</i> , which has been partially damaged by caterpillars; prospects of <i>rubber</i> generally good. Public health unusually good, but sporadic cases of cholera occur here and there. The price of common rice slightly fallen, i.e. 14 to 15 seers per rupee.
	11 Dinagopore, Nov. 29 '84	Nil	
	12 Rajshahye, " 29 "	Nil	
	Nettora	Nil	
	Newgong	Nil	
	13 Rangpore, " 29 "	Nil	
<b>RAJSHAHY DIV.</b>	Nilphamari	Nil	Weather—seasonable. Harvesting of <i>aman</i> paddy continues. Other winter crops doing well. Malarious fever still prevalent. Some cases of cholera reported from the Gailbanda and Kurigaon sub-divisions.
	Kurigaon	Nil	
	Gailbanda	Nil	
	14 Bogra, " 29 "	Nil	
	15 Patna, " 29 "	Nil	
	16 Darjeeling, " 29 "	Nil	
<b>RAJSHAHY DIV.</b>	17 Tulporee, " 29 "	Nil	Weather—raw and misty. Harvesting of <i>murta</i> has commenced. Prospects fair.

No.	District, and date of return.	Rainfall at Sadler Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
<b>BENGAL.—continued.</b>			
<i>Eastern Districts.</i>			
<b>Dacca Div.</b>	18 Dacca, Nov. 29 '84	Nil	Weather—cold. <i>Amun</i> and <i>roachia</i> paddy being reaped. Cutting of sugarcane continues. Sowing of pulses going on. Prospects of crops continue good. Several cases of cholera are reported from certain parts of the district.
	Manickgunge ...	Nil	
	Moonshagunge ...	Nil	
	Naralingunge ...	Nil	
	19 Farredpore, .. 29 ..	Nil	Weather—seasonable. State and prospects of standing crops generally good. <i>Amun</i> harvest going on well. Sugarcane very good. Spring crops being sown. Fever prevalent in most parts, and cholera in some parts, especially in and near Farredpore; also a few cases in the south of the district.
	Goulundo ...	Nil	
	Madaripore ...	Nil	
	20 Backergunge, .. 27 ..	Nil	Weather—seasonable. Prospects of crops fair. New rice has come into the market and the price is gradually falling. Fever and cholera reported from certain parts of the district.
	21 Mymensingh, .. 28 ..	Nil	Weather—seasonable. Prospects of crops good. Cholera still prevalent in the district.
	Jamapore ...	Nil	
<b>Chittagong Div.</b>	Kishoregunge ...	Nil	
	Attis ...	Nil	
	Netrokona ...	Nil	
	22 Chittagong, Dec. 1 '84	Nil	Weather—seasonable. Prospects of crops fair. Reaping of paddy continues. Prices of food-grains stationary. Cholera still reported, otherwise general health good.
	23 Naakhally, Nov. 23 ..	Nil	Weather—seasonable. <i>Amun</i> crop being reaped. <i>Rubbee</i> crop being sown. Cattle-disease still continues in the Fenny sub-division. Cholera in some places and small-pox in Ramgunga.
	Fenny ...	Nil	
	24 Tipperah, .. 27 ..	Nil	Weather—clear and cool. Prospects of late paddy and other crops good. Public health good with the exception of some cases of cholera.
	Brahmanbariah ...	Nil	
	Chandpore ...	Nil	
	25 Chittagong Hill Tracts, .. 25 ..	Nil	Weather—seasonable; cold with foggy mornings. Cotton being gathered and mustard being sown. Plough-paddy doing well.
<b>Patna Div.</b>	Hill Tipperah, .. 26 ..	Nil	Weather—seasonably cool. <i>Amun</i> paddy and cotton being gathered. Sowing of mustard nearly completed. Prospects of sugarcane fair. Public health generally good.
	26 Patna, Nov. 29 '84	Nil	Weather—seasonable. Sowing of <i>rubbee</i> crops still continues in some places. Mustard and <i>rahar</i> are flowering. Poppy is growing well. Public health good.
	Bohar ...	Nil	
	27 Gya, .. 29 ..	Nil	Weather—fair; gradually growing colder. <i>Rubbee</i> sowings nearly completed. Standing <i>rubbee</i> crops promise well. Prospects of poppy crop favourable. Health good.
	28 Shahabad, .. 29 ..	Nil	Weather—cold. Prospects of <i>rubbee</i> and opium crops good.
	Sasaram ...	Nil	
	Bhabhua ...	Nil	
	Bazar ...	Not received.	
	29 Darbhanga, .. 29 ..	Nil	Weather—seasonable. Harvesting of paddy and <i>wrid</i> has commenced. <i>Rubbee</i> and poppy crops are coming on well. Prices gradually falling. A few cases of cholera in Darbhanga.
	Modhubani ...	Nil	
<b>Bhagalpore Div.</b>	Tajpur ...	Nil	
	30 Mozufferpore, .. 29 ..	Nil	Weather—clear with slight west winds. Prospects of crops continue favourable. Paddy ripening and will probably yield a moderate output. <i>Rubbee</i> crops very promising. Poppy thriving well. Public health good.
	Hajipur ...	Nil	
	Sitamarhi ...	Nil	
	31 Saran, .. 29 ..	Nil	Weather—cool and bright. Harvesting of paddy going on, prospects of <i>rubbee</i> crops excellent. Poppy sowings almost completed, weather favourable, prospects excellent. Prices of food-grains falling. Public health good.
	Bawan ...	Nil	
	Gopalgunge ...	Nil	
	32 Champaran, .. 29 ..	Nil	Weather—seasonable. Prospects of crops continue favourable. <i>Aghani</i> paddy is being reaped in a few places.
	33 Monghyr, Nov. 29 '84	Nil	Weather—seasonable. Prospects of crops generally good. In the Jamui sub-division there is a partial failure of the paddy crop, but a ten-anna output is expected for the sub-division. Prospects of poppy crop continue favourable. Slight fall in prices. Public health good.
	Beausairi ...	Nil	
<b>Bhagalpore Div.</b>	Jamui ...	Nil	
	34 Bhagalpore, .. 29 ..	Nil	Weather—clear; getting colder daily. Paddy being cut in places. All standing <i>rubbee</i> crops doing well. Prices of food-grains falling slightly in the interior. In Sonpore <i>bhadoi</i> rice sold at 20 seers per rupee, paddy at 32 seers, and <i>marwa</i> 32 seers. In the south new rice is selling at from 15 to 16 seers, and paddy at 31 seers per rupee. Public health good.
	35 Purneah, .. 29 ..	Nil	Weather—cool and fine. Prospects of crops good in the north of the district, but poor elsewhere. Public health not good, fever very prevalent.
	Kissengunge ...	Nil	
	Arrareah ...	Nil	
	36 Maldah, .. 29 ..	Nil	Weather—cold and fair. Winter paddy still ripening. Prospects of <i>kalmi</i> , <i>matar</i> , and other similar crops generally fair except in one or two places. Price of common rice ranging from 11 to 12 seers per rupee. Public health generally good with the exception of a few cases of cholera in Nawabgunge thana and of fever in Shibgunge.
	37 Sonthal Perga, .. 29 ..	Nil	Weather—seasonable. Paddy is now being reaped everywhere. Prospects of <i>rubbee</i> crops still continue favourable; prices of food-grains falling. A few cases of cholera in Fakur, otherwise public health good.
	Doomka ...	Nil	
	Droghur ...	Nil	
	Godda ...	Nil	
	Rajmehal ...	Nil	
	Pakour ...	Nil	
	Jamtara ...	Nil	

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
<b>ORISSA.</b>			
ORISSA DIV.	88 Cuttack, Nov. 26 '84	Nil	Weather—seasonable, nights cool. Reaping of early <i>sarad</i> in progress; late <i>sarad</i> in ear and in some places ripening with favourable prospects. <i>Rubbee</i> and <i>sugarcane</i> growing well. Price of rice gradually falling. Common rice selling at from 16 to 20 seers per rupee in the town, and 25 seers on an average in the interior. Public health generally good.
	89 Poores, Khoorda „ 27 „	Nil	Weather—seasonable. Late <i>sarad</i> is ripening. <i>Dalua</i> is being sown. <i>Rubbee</i> crops doing well. Common rice selling at an average of 21 seers 5 chittacks per rupee in the Sudder sub-division, and 24 seers 10 chittacks in the Khurda sub-division. Cholera still reported.
	40 Balasore „ 28 „	Nil	Weather—cold and bright. Reaping of <i>sarad</i> in progress. <i>Rubbee</i> crops doing well. Malarious fever still lingering in the north of the district; otherwise public health good.
<b>CHOTA NAGPORE.</b>			
<i>South-West Frontier Agency.</i>			
41	Hazaribagh, Nov. 26 '84	Nil	Weather—clear and cold. Harvesting of paddy continues. <i>Rubbee</i> crops doing well. Prospects of poppy crop not favourable for want of sufficient water-supply. Prices of food-grains have fallen slightly. General health good.
42	Lohardugga, „ 29 „	Nil	Weather—seasonable. Prospects of <i>rubbee</i> crops good. Harvesting of paddy continues with good results. Throughout the district a good outturn is expected. In the south-eastern part of the district the outturn is a 14-anna crop. Prices show a slight fall in places. Public health good.
43	Singbhoom, „ 28 „	Nil	Weather—bright, clear and cold. Late paddy being harvested with excellent outturn. All other crops promise well. General health good. A few cases of cholera continue in pergunnah Dhalbhum.
44	Manbhoom, „ 29 „	Nil	Weather—seasonable. Harvesting of paddy continues. In consequence of partial failure of crops in pergunnah Bagda owing to deficient rainfall, some distress among the poorer class of people is apprehended there. Prospects of <i>rubbee</i> crops on the whole good. Rice sold at Parulia market on the 20th instant at 22 seers per rupee. Public health good, except a few cases of small-pox and cattle-disease in Raghunathpore.

Published for general information.

CALCUTTA, STATISTICAL DEPT.,  
The 2nd December 1884.COLMAN MACAULAY,  
Secy. to the Govt. of Bengal.



The following Statement shows the Quantities of the Principal Staples of Traffic imported into Calcutta from the Interior during the month of August 1884.

## IMPORTS INTO CALCUTTA.

Whence imported.	FOOD-GRAINS.							FIBROUS PRODUCTS.		OIL-SEEDS.		Tea, Indian.	Cotton, raw.	Silk, raw.	SUGAR.		TOBACCO.	
	RICE AND PADDY.			Wheat.	Gram and pulses.	Other food-grains.	Total.	Jute, raw.	Gunny-bags.	Linseed.	Mustard-seed.				Drained.	Un-drained.	Pipe-path.	Other kind.
	Rice.	Paddy.	Total (in rice).															
BENGAL.																		
Burdwan	4,743	8,176	9,893	1,443	780	10	12,126			1,087	826		43	63	12	200		
Meerpoor					37		37											
Midnapore	55,701	57,883	1,31,585		8		1,31,593		1,195	1,153			25	350		104		
Roohilly	51,028	3,745	54,773	7,612	10,754	787	75,443	2,127	216,676	60,966	7,890		20	50	643	11,740		31,811
Barisal	1,17,834	12,854	1,30,688	20,250	63,655	5,089	1,00,994	8,122	218,141	513	6,302		1,710		9,536	11,100		12,441
Chittagong	5,255	16	5,271		628		6,903		2,020						375	9,830		2,301
Dacca	13,153	8,081	21,234	107	24,145	129	45,411		2,080				13		469	12,144		6,571
Jessore	11,890	1,706	13,596	15	14,980	43	36,047		931	10,409	7,503							
Mooresbaddah	16		16		283	15	299		179,792	1,208	1,438						1,149	
Dinagopore	1,26,704		1,26,704	973	24,713	61	25,001		32,533	13	2,000			17				
Mejshahye	3,257		3,257				3,257		42,474	2,500							4,802	
Rangpoor				2,434			2,434		1,270		1,222							
Booto	11,257		11,257				11,257		2,760		5,038					179		1,001
Patna	1,014		1,014	1,080	19,442		21,543		1,83,892	6,455	13,078							
Darjeeling									2,133		451							
Jalpaiguri									1,179		21,039							
Dacca	1,496		1,496	865	7,083	705	10,337		95,358		1,385							
Barisal	1,140	1,100	2,240	540	31,490	1,234	34,364		3,67,401		6,277							
Bakergunge	1,04,558	384	1,04,942	593	1,125	302	1,06,960		1,120		875							
Dumaini	3,021	800	3,821		6,219		9,410		9,151		5,330							
Singur	9,416		9,416				9,416											
Chittagong																		
Meakholly	24,200	200	24,400		400		24,800											
Total of Bengal	7,33,720	89,180	7,93,070	80,784	2,11,925	6,630	10,64,773	8,70,563	621,993	91,415	1,20,830	24,000	6,187	1,904	11,600	45,384	6,093	34,321
BEHAR.																		
Patna				23,104	31,971	13,688	68,763	129		2,24,403	23,644	1	3	4	33			
Gya										2,194	209							
Bahabad										4,170	3,515							
Muzaffarpore										6,193	2,100							
Darbhanga										41,057	15,111							
Samt										8,407	14,038							
Chhapra										6,944	878							
Monthyr	2,861		2,861	17,589	34,764	345	52,708		15,914		20,821							
Bhagalpur	102		102	24,353	7,098	6792	41,485		5,161		14,242							
Purnea	232		232	8,483	2,535	1,839	12,857		5,346		4,641							
Malda																		
Bombay																		
Meerpoor																		
Total of Behar	3,360		3,360	1,07,780	91,783	23,766	2,36,616	1,324	1,850	3,62,200	1,24,800	430	541	206	1,703	740		2,001
ORISSA.																		
Cuttack	260		260				260											
Malabar	52,079	21,222	73,301		150		73,451											
Total of Orissa	52,339	21,222	73,561		150		73,711											
CHOTA NAGPORE.																		
Raipur																		
Grand Total of supplies from the Provinces under the Lieutenant-Governor of Bengal.																		
	7,89,415	1,10,402	9,04,036	2,18,564	5,09,648	30,001	14,17,161	8,71,891	623,841	4,06,716	2,46,650	24,540	4,703	2,210	13,300	46,084	5,096	36,321
OTHER PROVINCES.																		
Assam									700									
North-Western Provinces and Oudh																		
Punjab																		
Central Provinces																		
Bombay																		
Madras																		
British Burmah																		
Other places																		
Grand Total (1884 of Imports in August, 1883)	7,90,121	1,10,327	9,05,248	2,18,729	5,09,901	32,371	14,19,000	8,72,040	625,191	4,06,929	2,46,831	24,540	4,703	2,210	13,300	46,084	5,096	36,321

\* One mow of paddy is equivalent to 25 mow of rice.

† Exclusive of bags obtained by local manufacture.

The Sea-borne Trade of Calcutta in these Staples during the month of August 1884 was as follows. —

EXPORTED FROM CALCUTTA—	To Indian ports,	To Foreign ports—	United Kingdom	Other Foreign ports	Total of Foreign trade	Grand Total (1884 of Exports)
Indian ports	56,769	80	56,849		56,849	56,849
Madras						
Other ports in India	23,803	2,807	26,610		26,610	26,610
British Burmah	2,340		2,340		2,340	2,340
Other Indian ports	3,778		3,778		3,778	3,778
Port of India						
Total of Indian trade	64,690	2,887	67,577		67,577	67,577
Foreign ports						
United Kingdom	8,156		8,156		8,156	8,156
Other Foreign ports	4,10,391		4,10,391		4,10,391	4,10,391
Total of Foreign trade	4,18,547		4,18,547		4,18,547	4,18,547
Grand Total (1884 of Exports)	5,10,774	2,887	5,13,661		5,13,661	5,13,661

The following Statement shows the several Routes followed by the Trade in the Principal Staples of Traffic imported into Calcutta during the month of August 1884.

## IMPORTS INTO CALCUTTA.

Specification of Routes.	FOOD-GRAINS.					FIBROUS PRODUCTS.		OILSEEDS.		Tea.	Cotton.	Silk.	SUGAR.		TOBACCO.	
	Rice.	Paddy.	Wheat.	Gram and pulses.	Other food-grains.	Jute, raw.	Gunny-bags.	Linseed.	Mustard-seed.				Drained.	Un-drained.	Bis-pach.	Other kinds.
By country boats	Mds. 6,67,274	Mds. 93,422	Mds. 2,07,517	Mds. 2,07,049	Mds. 25,451	Mds. 2,52,664	No. 567,868	Mds. 2,59,943	Mds. 1,95,745	Mds. 72,000	Mds. 120	Mds. 11	Mds. 7,452	Mds. 41,003	Mds. 3,552	Mds. 17,817
" river steamers	359	.....	2,434	40	.....	89,303	.....	2,431	73,034	838	8,954	1,306	1,888	750	.....	800
" East Indian	18,209	.....	4,01,287	87,439	5,011	5,23,768	9,823	4,130	10,000	20,080	41	641	.....	3,283	2,143	633
" Western Bengal (Cal. and South-Eastern)	6,058	2	.....	.....	.....	1,780	46,150	.....	.....	.....	794	.....	9,515	1,583	.....	17,868
" road	48,277	5,761	40	.....	18	57	1,350	.....	.....	1,623	13,113	201	5,520	104	.....	880
" sea	81,885	21,192	.....	33,670	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total of Imports in August	1884 7,80,621	1,20,357	6,11,789	3,58,061	53,271	6,72,840	495,191	5,30,328	8,58,631	1,01,208	2,818	2,508	23,171	49,795	5,995	37,200
1883	9,34,270	1,37,790	19,90,201	5,63,070	47,022	7,84,034	2,960,220	11,41,330	2,62,470	1,00,921	25,738	2,678	61,196	61,802	.....	.....

The following Statement shows the Values, Quantities, and Numbers of the Principal Staples of Traffic exported Inland from Calcutta during the month of August 1884.

## EXPORTS FROM CALCUTTA.








Whither exported.	Cotton piece-goods.		Cotton twist.		Salt.	Gunny-bags.	Whither exported.	Cotton piece-goods.		Cotton twist.		Salt.	Gunny-bags.
	European.	Indian.	European.	Indian.				European.	Indian.				
GENERAL.	Rs.	Rs.	Mds.	Mds.	Mds.	No.	CHOTA NAGPORE.	Rs.	Rs.	Mds.	Mds.	Mds.	No.
Burdwan	1,36,884	4,180	443	580	14,558	8,172	Hazariabagh	10,845			7	2,030	
Breesham	61,163	330	167	214	8,058	7,840	Marbhoom	53,361			500	2,330	460
Madhupore	83,805		682		43,161	1,415	Total of Chota Nagore	64,192			513	6,062	878
Bochali	66,200	4,659	850	65	77	82,280	Grand Total of supplies into the provinces under the Lieutenant-Governor of Bengal.	69,73,209	42,975	12,176	4,130	6,60,612	754,934
De-Pergunnahs	1,18,413	19,137	131		10,007	72,360							
Nudum	3,47,697	110	1,386		29,743	11,205							
Kabulna	48,195		30		6,892								
Jamora	1,12,343	4,510	24	53	81,038	1,730	OTHER PROVINCES.						
Mooredahabad	2,304		22		18,284	7,020	Assam	10,97,505		1,342		42,369	808
Dumakepore	3,89,444		208		10,816	2,550	North-Western Provinces						
Rajshahys	6,53,240		478		23,858	2,000	and Oudh	13,74,703	4,400	2,865	838	23,413	290,870
Bangalore	1,38,832		72		12,840	35	Punjab	6,62,320	1,100	1,945			110,323
Boora	2,43,832		670		4,715	680	Central Provinces	13,102			2		41,120
Pabna	1,40,400		189		75,495	2,655	Kyapatana States	35,230		223			1,678
Darjeeling	1,35,802		207		1,000	175	Bombay	7,902					2,637,470
Jaipur	11,00,131	1,100	1,007	803	6,333		Madras	1,25,314		4,038	49		451,071
Farrakpore	2,60,149		800		44,311	4,945	Sind						201,600
Sackerpore	2,30,634				20,916	9,468	Pondicherry						3,000
Hirachang	100				8,320		British Burmah	1,51,307		676	2,493		230,000
Tippurah	1,38,612		234		13,950		Other places	16,433	17,116	480	972		8,679,335
Chitragong	1,600				5,430		Grand Total of 1884	69,59,361	63,631	22,370	9,234	7,29,304	8,175,002
Nankholy					17,274		Exports in Aug. 1883	82,00,472	87,638	22,414	10,701	6,63,503	6,261,431
Total of Bengal	62,22,328	24,245	5,104	1,366	4,32,713	194,417	The Sea-borne Trade of Calcutta in these Staples during the month of August 1884 was as follows:-						
BEHAR.	Rs.	Rs.	Mds.	Mds.	Mds.	No.	IMPORTED INTO CALCUTTA-	Rs.*	Rs.	Mds.	Mds.	Mds.	No.
Patna	3,78,280	110	151	261	68,870	137,850	From Foreign Ports-	93,70,546		14,911		8,08,933	
Gya	80,200	1,210	28	98	7,490	3,300	United Kingdom	1,04,537		453		1,41,718	1,300
Shahabad	1,06,438		7	184	10,548	1,115	Other Foreign ports						
Manikpore	88,890	2,180		6	6,012	8,910	Total of Foreign Trade	80,74,033		14,904		7,50,631	1,300
Burnhanga	1,06,568	440	17	339	45,485	34,234	From Indian Ports-	22,318	5,30,480		8,274	31,640	
Saran				12	8,711	8,711	Bombay	22,381	100	06	73		
Chumprana	3,40,770		16	207	1,257	20,334	Madras						
Monahyp	89,816		93	136	19,250	20,422	Other parts in Madras	21,200	115			4,230	
Khagulpore	73,680	500	94	195	19,650	9,333	British Burmah	804					
Patna	1,45,548	3,900			11,302		Other Indian ports						
Malian			76	222	15,541	46,000	Total of Interport Trade	66,419	5,30,693	09	8,347	36,870	
South Pergunnahs	1,83,219						Grand Total of 1884	1,00,31,352	2,30,494	12,302	8,347	7,80,230	1,200
Total of Behar	16,90,894	8,720	527	1,754	2,22,617	532,004	Imports in Aug. 1883	1,00,30,000	4,41,233	10,937	6,160	6,23,716	800
ORISSA.	Rs.	Rs.	Mds.	Mds.	Mds.	No.							
Cuttack	80,608		2,493	617		230,000							
Balasore													
Total of Orissa	80,608		2,493	617		230,000							

The following Statement shows the several Routes followed by the Trade in the Principal Staples of Traffic exported from Calcutta during the month of August 1884.

Specification of Routes.	COTTON PIECE-GOODS.		COTTON TWIST.		Salt.	Gunny-bags.
	European.	Indian.	European.	Indian.		
By country boats	Rs. 1,57,846	Rs. 13,320	Mds. 1,741	Mds. 4,60,133	Mds. 12,469	No. 186,712
" river steamers	19,02,431	.....	2,705	.....	2,469	.....
" East Indian	80,45,313	23,210	5,327	3,793	1,39,890	774,070
" Western Bengal (Calcutta and South-Eastern)	20,78,970	1,210	3,723	.....	44,704	30,045
" road	4,648	.....	297	34	8,6	3,930
" sea	1,09,829	10,636	9,017	5,131	6,914	9,470
Grand Total of Exports in August	1884 19,59,361	61,601	22,370	9,234	7,29,304	9,170,002
1883	82,00,472	87,638	22,414	10,701	6,60,503	6,261,431

\* As per tariff declaration value.

Results of the Meteorological Observations taken at the Alipore Observatory from  
23rd to 29th November 1884.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 5h. Fahr.	TEMPERATURE.				HYGROMETRY.				Wind.		Rain.	Weather.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.	Miles recorded.		
Nov.	23rd	133.5	9.9	30.015	66.3	75.9	9.6	57.7	60.7	0.489	60.8	73	NW by N and NNW	64	Nil	Clear, 
"	24th	130.2	10.0	29.987	65.0	77.6	12.6	55.3	60.0	.484	54.4	71	NNW and NW	79	"	Clear, 
"	25th	123.7	9.3	30.000	66.7	77.8	11.1	55.3	60.3	.464	56.3	73	NW and NNW	78	"	Partially cloudy, 
"	26th	132.6	6.3	30.021	67.9	78.6	10.7	60.7	62.3	.507	59.4	76	NNW and NNE	67	"	Partially cloudy, 
"	27th	134.1	7.8	30.016	67.5	78.1	10.6	60.7	63.1	.521	60.2	79	NNE	59	"	Chiefly clear, 
"	28th	130.8	9.3	30.051	67.5	77.7	10.2	60.9	61.3	.464	56.8	69	NNE and NNW	72	"	Morning cloudy, day and night clear, 
"	29th	129.6	9.3	30.081	64.8	76.7	11.9	54.8	59.4	.411	53.5	66	NNW and N by W	70	"	Chiefly clear, 

The mean pressure of the seven days	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Inches.
The average pressure of the corresponding period for 24 years, S. G.'s Office	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30.026
The total number of hours of bright sunshine	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Hours.
The maximum possible number of hours of sunshine	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	65.1
The mean temperature of the seven days	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	°
The average temperature of the corresponding period for 24 years, S. G.'s Office	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	66.4
The extreme variation of temperature	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	71.5
The maximum temperature	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24.2
The highest velocity of the wind in one hour	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Miles.
The highest pressure of wind on one square foot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
The mean relative humidity	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	%. 73
The average relative humidity of the corresponding period for 24 years, S. G.'s Office	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	71

The total fall of rain from 23rd to 29th November 1884 ... .. Inches.  
Nil  
The average fall of the corresponding period for 24 years, S. G.'s Office ... .. 0.01  
The total fall from 1st January to 29th November 1884 ... .. 62.61  
The average fall of the corresponding period for 24 years, S. G.'s Office ... .. 65.15  
The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from observations made at 6h, 10h, 16h, and 22h.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard Newman's No. 86 formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

... dew.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of India.

METEOROLOGICAL OFFICE, INDIA;

Calcutta, the 1st December 1884.

## Meteorological Report of the Province of Bengal

METEOROLOGICAL DIVISION.	DISTRICT.	Representative station.	STATION OBSERVATIONS.														
			AIR PRESSURE.			WIND.		TEMPERATURE.								Average humidity at 10 A. M.	Average cloud amount at 10 A. M. for week.
			Mean barometric height, 10 A. M.	Mean reduced to sea-level.	Variation from mean.	Prevailing direction.	Mean wind velocity.	Highest during week.	Lowest during week.	Mean maximum temperature.	Mean minimum temperature of week.	Mean daily temperature of week.	Variation from normal mean of week.	Mean 10 A. M. temperature.			
Orissa.	Pooree	Gopalpore	30.047	30.097	—	NNW	34.7	79.8	59.3	77.5	60.5	69.0	—	73.7	71	0.0	
	False Point	False Point	30.033	30.105	+0.06	NE	35	80.4	59.0	79.0	55.7	67.0	-4.8	74.5	48	0.1	
	Cuttack	Cuttack	30.024	30.107	+0.15	Calm	14	84.3	58.8	83.2	58.6	70.9	-2.8	75.1	53	0.3	
	Balasore	Balasore	30.038	30.118	—	NE & NW	31	81.5	53.5	80.2	54.3	67.2	—	73.0	52	0	
South-West Bengal.	South-West Midnapore	Bougar Island	30.074	30.131	+0.32	NNW	128	79.2	53.9	77.8	60.7	69.1	-2.8	72.5	45	0.9	
	South 24 Pargunnahs	Midnapore	29.960	30.114	—	N	60.9	83.2	53.2	80.8	55.3	69.1	—	74.2	43	0.9	
	Midnapore	Midnapore	30.083	30.105	+0.040	N	72	80.1	53.3	78.7	63.1	68.4	-2.2	72.3	50	0.1	
	St-Pargunnahs	Calcutta	30.014	30.117	+0.046	NW	53.1	81.3	53.3	80.8	57.3	68.2	-1.9	71.9	52	1.3	
	Howrah	Howrah	30.014	30.117	+0.046	NW	73	82.1	53.3	80.4	54.6	67.5	—	70.4	61	0.8	
	Hoochly	Hoochly	30.014	30.117	+0.046	NW	73	82.1	53.3	80.4	54.6	67.5	—	70.4	61	0.8	
	Burdwan	Burdwan	30.039	30.108	+0.030	N	32.0	79.4	57.2	79.2	59.9	69.1	-1.8	71.3	62	0.3	
	Bankura	Bankura	30.039	30.108	+0.030	N	32.0	79.4	57.2	79.2	59.9	69.1	-1.8	71.3	62	0.3	
	Beerbhoom	Beerbhoom	30.039	30.108	+0.030	N	32.0	79.4	57.2	79.2	59.9	69.1	-1.8	71.3	62	0.3	
	West Burdwan	West Burdwan	30.039	30.108	+0.030	N	32.0	79.4	57.2	79.2	59.9	69.1	-1.8	71.3	62	0.3	
East Bengal.	Moorebhabad	Berhampore	30.039	30.108	+0.030	N	32.0	79.4	57.2	79.2	59.9	69.1	-1.8	71.3	62	0.3	
	Nuddea	Nuddea	30.039	30.108	+0.030	N	32.0	79.4	57.2	79.2	59.9	69.1	-1.8	71.3	62	0.3	
	Jessore	Jessore	30.037	30.092	+0.041	NW	35	81.2	54.5	80.5	57.4	68.2	-1.7	74.0	50	0	
	Khoulna	Khoulna	30.037	30.092	+0.041	NW	35	81.2	54.5	80.5	57.4	68.2	-1.7	74.0	50	0	
	Chittagong	Chittagong	30.006	30.089	+0.031	ENE	24	79.1	56.9	78.4	55.1	66.9	-4.0	74.1	77	1.6	
	Chittagong Hill Tracts	Dumagiri	30.006	30.089	+0.031	ENE	24	79.1	56.9	78.4	55.1	66.9	-4.0	74.1	77	1.6	
	Backergunge	Backergunge	30.077	30.110	+0.033	ENE	24	79.1	56.9	78.4	55.1	66.9	-4.0	74.1	77	1.6	
	Nasikholly	Nasikholly	30.010	30.056	+0.046	Calm	out of order	79.9	57.1	79.5	58.6	60.0	—	74.0	67	0	
	Furzedpore	Furzedpore	30.077	30.110	+0.033	NNW	30	79.5	57.0	78.9	58.2	68.9	—	73.4	53	0.3	
	Dacca	Dacca	30.041	30.084	+0.043	N	24	80.8	58.9	80.1	58.8	70.0	-1.9	70.2	53	0.3	
North Bengal.	Comilla	Comilla	30.044	30.081	+0.037	NW	12.1	81.8	50.0	80.3	57.4	68.9	—	74.0	70	0	
	Mymensingh	Mymensingh	30.000	30.000	—	ENE	43.3	82.4	60.1	81.8	67.7	74.4	—	73.7	50	2.7	
	Rogra and Falmu	Rogra and Falmu	30.048	30.084	+0.036	NE	21.4	80.3	53.7	79.2	53.9	68.1	—	72.8	55	0.1	
	Rajahmlye	Rajahmlye	30.005	30.035	+0.030	NW	5.0	78.8	51.7	78.2	53.3	62.0	—	72.3	58	0.2	
	Dinagopore	Dinagopore	30.007	30.091	+0.084	NW	42.0	81.1	53.7	80.6	55.0	69.1	—	75.0	64	0	
	Rangpore	Rangpore	30.081	30.110	+0.029	NE	27	81.0	53.1	80.4	55.3	67.9	—	73.1	72	0	
	Julpigoree	Julpigoree	30.075	30.081	+0.006	E	47.6	80.0	50.1	79.7	54.2	68.9	—	74.2	66	0.3	
	Cooch Behar	Cooch Behar	30.075	30.081	+0.006	E	47.6	80.0	50.1	79.7	54.2	68.9	—	74.2	66	0.3	
	Darjeeling Hill District	Darjeeling	30.075	30.081	+0.006	E	47.6	80.0	50.1	79.7	54.2	68.9	—	74.2	66	0.3	
	Purneah	Purneah	30.071	30.103	+0.032	Calm	6.9	82.9	48.3	80.1	51.7	64.9	-2.1	69.1	70	0	
South Bengal.	North Bhagulpore	North Bhagulpore	30.071	30.103	+0.032	Calm	6.9	82.9	48.3	80.1	51.7	64.9	-2.1	69.1	70	0	
	Mozerpore	Mozerpore	30.071	30.103	+0.032	Calm	6.9	82.9	48.3	80.1	51.7	64.9	-2.1	69.1	70	0	
	Durbhanga	Durbhanga	30.040	30.115	+0.075	SW	126.7	77.4	55.4	76.9	57.3	67.1	-2.1	68.7	71	0.3	
	Chumbarua	Chumbarua	30.056	30.092	+0.036	W & SE	68.2	79.7	49.1	77.5	51.3	64.9	—	70.9	50	0.8	
	Saria	Saria	30.001	30.001	—	SW	26.7	80.7	52.2	78.2	54.6	66.4	—	70.4	61	0.3	
	Bahra	Bahra	30.034	30.106	+0.072	SW	101.3	75.5	57.0	79.2	55.1	63.6	—	69.2	53	0	
	Buxar	Buxar	30.030	30.102	+0.072	NW	120.8	83.4	50.9	78.4	52.2	63.3	—	72.9	47	0.1	
	Arrah	Arrah	30.057	30.091	+0.034	WNW	10.8	82.3	51.1	77.3	52.6	64.9	—	69.3	54	0	
	Gya	Gya	30.076	30.108	+0.032	Calm	83.3	83.3	49.2	78.0	49.1	61.0	-2.7	72.2	49	0	
	Patna	Patna	30.043	30.130	+0.087	SW	33.8	79.9	51.8	79.7	53.9	65.3	-1.4	69.4	61	0.4	
CHOTA NAGPORE.	South Bhagulpore	South Bhagulpore	30.051	30.097	+0.046	NNW	20.7	78.7	50.0	76.7	51.3	64.3	—	72.0	58	0	
	Mooghly	Mooghly	30.051	30.097	+0.046	NNW	20.7	78.7	50.0	76.7	51.3	64.3	—	72.0	58	0	
	South Pargunnahs	South Pargunnahs	30.051	30.097	+0.046	NNW	20.7	78.7	50.0	76.7	51.3	64.3	—	72.0	58	0	
	Hazaribagh	Hazaribagh	30.050	30.104	+0.054	NW	105.9	70.4	50.3	74.5	52.1	63.3	-1.1	66.3	40	0	
CHOTA NAGPORE.	Lohardugga	Lohardugga	30.050	30.104	+0.054	NW	105.9	70.4	50.3	74.5	52.1	63.3	-1.1	66.3	40	0	
	Manbhoom	Manbhoom	30.050	30.104	+0.054	NW	105.9	70.4	50.3	74.5	52.1	63.3	-1.1	66.3	40	0	
CHOTA NAGPORE.	Chandbasa	Chandbasa	30.050	30.104	+0.054	NW	105.9	70.4	50.3	74.5	52.1	63.3	-1.1	66.3	40	0	
	Chandbasa	Chandbasa	30.050	30.104	+0.054	NW	105.9	70.4	50.3	74.5	52.1	63.3	-1.1	66.3	40	0	

\* Observations for six days.

**Explanation.—Summary.**—The normal means of air pressure and temperature are the arithmetical averages or means of the readings during the year. The humidity of the atmosphere is expressed as a percentage, saturated air being represented by 100. A clear sky is denoted by 0 and an overcast sky by 100. The normal means of the numerical means or averages of the rainfall in that district determined from the returns sent in by the sub-divisions of the district (4.e.), the total rainfall at the sub-divisions stations in the district sending in returns divided by the number of stations. A

for the week ending Friday, the 28th of November 1884.

Rainfall of week at observing stations.	DISTRICT OBSERVATIONS.										Representative station.	DISTRICT.	METEOROLOGICAL DIVISION.
	RAINFALL.												
	Of week.		Since 1st of month.			Since 15th May.			Average number of rainy days.	Normal number of rainy days.			
	Mean for district.	Normal mean.	Mean for district.	Normal mean.	Variation.	Mean for district.	Normal mean.	Variation.					
Nil	—	—	—	—	—	—	—	—	—	—	Gopalpore	Pooree	ORISSA.
Nil	Nil	0.03	0.05	1.77	-1.72	49.48	50.82	-7.34	0.0	0.3	False Point	...	
Nil	Nil	0.01	Nil	0.84	-0.84	47.85	52.00	-4.44	0.0	0.1	Cuttack	Cuttack	
Nil	Nil	0.03	0.03	0.98	-0.91	58.07	53.31	+2.76	0.0	0.1	Balasore	Balasore	
Nil	Nil	0.05	Nil	0.83	-0.83	59.59	51.88	+8.01	0.0	0.1	Banger Island	South-West Midnapore	SOUTH-WEST BENGAL.
Nil	Nil	0.03	Nil	0.27	-0.27	43.01	49.79	-6.78	0.0	0.1	Midnapore	South 24-Pargunnah	
Nil	Nil	0.04	0.02	0.97	-0.93	48.03	50.78	-1.75	0.0	0.3	Calcutta	Midnapore	
Nil	Nil	0.01	Nil	0.38	-0.38	35.92	40.17	-10.25	0.0	0.1	Burdwan	24-Pargunnah	
Nil	Nil	Nil	0.05	0.24	-0.19	38.95	50.25	-11.01	0.0	0.0	Raniganj	Howrah	SOUTH-WEST BENGAL.
Nil	Nil	0.01	Nil	0.31	-0.31	35.48	49.29	-14.17	0.0	0.1	Berhampore	Hooghly	
Nil	Nil	0.02	Nil	0.18	-0.18	30.42	49.32	-11.90	0.0	0.2	...	Burdwan	
Nil	Nil	0.06	0.28	0.43	-0.15	53.11	52.01	+0.30	0.0	0.3	Jessore	Bankura	
Nil	Nil	0.20	2.74	1.20	+1.44	100.03	111.08	-5.05	0.0	0.4	Chittagong	Deerhoorn	EAST BENGAL.
Nil	Nil	0.21	2.41	1.73	+0.68	62.65	82.73	-23.07	0.0	0.4	Dumagiri	West Burdwan	
Nil	Nil	0.17	4.20	0.98	+3.30	83.43	78.23	+7.00	0.0	0.2	Barrisal	Moorsheadabad	
Nil	Nil	0.54	7.83	2.07	+5.76	38.44	100.03	-14.49	0.0	0.4	Nankhollly	Nudda	
Nil	Nil	0.11	0.68	0.40	+0.23	48.88	55.89	-12.01	0.0	0.5	Furroodpore	Jessore	NORTH BENGAL.
Nil	Nil	0.15	0.70	0.63	+0.13	47.81	54.03	-10.82	0.0	0.3	Dacca	Khoolna	
Nil	Nil	0.14	1.21	0.68	+1.13	64.15	70.89	-6.74	0.0	0.3	Comilla	Chittagong	
Nil	Nil	0.05	0.34	0.38	-0.03	40.94	55.61	-22.47	0.0	0.3	Mymensingh	Chittagong Hill Tracts	
Nil	Nil	0.04	0.13	0.41	-0.28	37.71	55.74	-18.03	0.0	0.3	Hemrajunga	Bogra and Pubna	NORTH BENGAL.
Nil	Nil	Nil	Nil	0.83	-0.23	24.55	59.10	-18.45	0.0	0.6	Rampore Basulash	Rajshahye	
Nil	Nil	0.01	Nil	0.09	-0.09	35.74	55.38	-17.54	0.0	0.1	Dinapore	Dinapore	
Nil	Nil	0.03	Nil	0.13	-0.13	49.45	75.41	-25.96	0.0	0.1	Rangpore	Rangpore	
Nil	Nil	0.04	Nil	0.09	-0.09	65.35	113.84	-18.50	0.0	0.3	Julpigoree	Julpigoree	NORTH BENGAL.
0.03	0.01	0.08	0.01	0.37	0.26	118.03	122.07	36.40	0.0	0.3	Darjeeling	Cooch Behar	
Nil	Nil	0.03	Nil	0.06	-0.06	46.18	57.89	-11.41	0.0	0.1	Purneah	Darjeeling Hill District	
Nil	Nil	0.04	Nil	0.09	-0.09	31.70	43.14	-7.44	0.0	0.1	Moulbepore	Purneah	
Nil	Nil	0.02	Nil	0.09	-0.09	41.80	43.94	-2.14	0.0	0.2	Motibari	North Bhamulpore	NORTH BENGAL.
Nil	Nil	0.16	Nil	0.29	-0.23	30.52	40.77	-10.25	0.0	0.1	Chupra	Moulbepore	
Nil	Nil	0.11	Nil	0.33	-0.32	39.10	39.06	-0.06	0.0	0.2	Buxar	Durbhunga	
Nil	Nil	0.09	Nil	0.36	-0.20	27.74	39.61	-11.87	0.0	0.3	Gya	Chumapara	
Nil	Nil	0.09	Nil	0.22	-0.22	28.99	49.53	-11.34	0.0	0.3	Bankipore	Sarua	SOUTH BENGAL.
Nil	Nil	0.07	Nil	0.20	-0.20	29.33	45.58	-12.05	0.0	0.4	Shagulpore	Rahababad	
Nil	Nil	0.02	Nil	0.19	-0.19	23.44	45.59	-15.15	0.0	0.3	Doomke	Gya	
Nil	Nil	0.06	Nil	0.39	-0.39	34.10	46.02	-12.42	0.0	0.3	Hazaribagh	Patna	
Nil	Nil	0.04	Nil	0.35	-0.35	30.99	47.04	-10.00	0.0	0.1	Ranchow	South Bhamulpore	CALCUTTA AND POOREE.
Nil	Nil	0.20	Nil	0.20	-0.20	44.97	50.98	-6.00	0.0	0.0	Unyobassa	Monghyr	

period for the past ten years. The variations are negative when the mean for the week is less than the corresponding normal mean, and positive when greater. The number denoting cloud amount represents the part of the sky covered, the whole sky being denoted by 10. Under the head "district" are the numerical averages of the rainfall returns received from stations for the period in question during the past 12 years. The means for the "district" are the numerical averages of the rainfall returns received from stations for the period in question during the past 12 years. The means for the "district" are the numerical averages of the rainfall returns received from stations for the period in question during the past 12 years. The means for the "district" are the numerical averages of the rainfall returns received from stations for the period in question during the past 12 years.

## Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 28th November 1884.

Meteorological division.	District.	Station.	RAINFALL.							TOTAL.		Total rain- fall from 1st to 28th November 1884.	Average total rain- fall from 1st to 28th November.	Total rain- fall since 15th May 1884.	Average rainfall from 15th May to date.	
			Saturday, 22nd November.	Sunday, 23rd November.	Monday, 24th November.	Tuesday, 25th November.	Wednesday, 26th November.	Thursday, 27th November.	Friday, 28th November.	Number rainy days.	Rainfall inches.					
ORISSA.	Purora.	Purora	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.01	1.75	58.85	61.60	
		Khurda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	1.44	58.10	58.10	
		Bangur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	1.75	57.91	57.91	
		False Point	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	2.15	57.04	56.11	
	Cuttack.	Hoobitola	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	?	57.73	?	
		Jagatsingpora	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.01	51.40	46.48	
		Banki	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	?	45.12	?	
		Cuttack	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.00	50.83	56.38	
	Balasore.	Kondrapara	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.00	40.05	55.11	
		Jajpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.00	44.89	53.45	
		Chandbali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	1.09	50.06	55.01	
		Rhundruk	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	1.01	50.20	55.04	
SOUTH-WEST BENGAL.	Midnapore.	Borah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.73	50.35	52.00	52.00	
		Naugor Island	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.73	76.04	63.00	63.00	
		Tamluk	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.48	49.00	50.01	50.01	
		Midnapore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.27	49.15	47.12	47.12	
	24-Pargunnas.	Ghatil	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.00	57.89	52.30	52.30
		Diamond Har- bour.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.41	50.29	57.83	57.83
		Alipore Jail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.40	57.88	53.08	53.08
		Barackpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	0.39	49.80	47.84	47.84
	Howrah.	Dum-Dum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.39	55.48	50.48	50.48	
		Baran	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.33	49.23	48.57	48.57	
		Musernat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.32	50.32	52.90	52.90	
		Howrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.37	48.73	50.90	50.90	
Hooghly.	Mohasra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.33	48.40	51.90	51.90		
	(Gacharia)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.25	48.75	48.88	48.88		
	Saranpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.23	39.23	47.10	47.10		
	Hooghly	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.20	35.24	44.55	44.55		
Burdwan.	Jehanabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.18	35.24	44.55	44.55		
	Culina	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.45	35.70	43.55	43.55		
	Burdwan	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.39	35.23	47.85	47.85		
	Culina	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.30	35.73	47.85	47.85		
Bankura.	Ranagunga	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.16	40.08	40.08	40.08		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.30	54.90	49.90	49.90		
	Indra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	?	?	?	?		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.02	35.48	48.09	48.09		
Bardhaman.	Kotalpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	?	?	?	?		
	Mohasra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.33	35.23	48.10	48.10		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	?	?	?	?		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	46.25	55.81	55.81		
Bardhaman.	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.14	41.60	53.48	53.48		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.18	41.60	51.00	51.00		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.30	35.20	41.22	41.22		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.40	35.20	41.22	41.22		
Bardhaman.	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.44	35.20	41.22	41.22		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.44	35.20	41.22	41.22		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.44	35.20	41.22	41.22		
	Bankura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.44	35.20	41.22	41.22		
EAST BENGAL.	Chittagong.	Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.45	52.47	128.68	131.64	131.64
		Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	2.67	1.75	56.38	57.71	57.71
		Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	2.41	1.75	62.00	55.75	55.75
		Chittagong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	2.19	?	52.40	?	?
	Chittagong Hill Tracts.	Agartala	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	2.01	0.80	64.76	68.63	68.63
		Backergunge.	Backergunge	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	6.00	1.34	84.20	87.71	87.71
		Backergunge	Backergunge	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.47	0.47	65.40	65.40	65.40
		Backergunge	Backergunge	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	3.71	0.79	79.02	79.02	79.02
	Noakhali.	Noakhali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	3.90	0.71	67.60	67.60	67.60
		Noakhali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	8.09	1.21	97.61	100.86	100.86
		Noakhali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.73	2.60	53.24	100.86	100.86
		Noakhali	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	?	?	?	?	?
	Farrakka.	Madaripore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	1.23	0.87	46.31	55.85	55.85
		Farrakka	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.36	0.43	47.47	47.47	47.47
		Farrakka	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.30	0.30	37.87	37.87	37.87
		Farrakka	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.30	0.30	37.87	37.87	37.87
	Dacca.	Munshingunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	1.34	0.30	56.74	71.73	71.73
		Dacca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.47	0.47	42.04	42.04	42.04
		Dacca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	1.45	?	46.56	?	?
		Dacca	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.71	0.52	43.84	43.84	43.84
Comilla.	Comilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	2.23	0.52	77.04	77.04	77.04	
	Comilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	1.83	0.79	61.30	64.42	64.42	
	Comilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	1.15	0.61	63.40	63.40	63.40	
	Comilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	?	?	?	?	?	
Hymnagarh.	Kishoreganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.56	0.47	42.67	71.65	71.65	
	Kishoreganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.27	0.27	26.51	26.51	26.51	
	Kishoreganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.26	0.26	51.40	51.40	51.40	
	Kishoreganj	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.53	0.28	42.11	42.11	42.11	



## Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 28th November 1884—concluded.

Meteorological division.	District.	Station.	RAINFALL.						TOTAL.		Total rain-fall from 1st to 28th November 1884.	Average total rain-fall from 1st to 28th November.	Total rain-fall since 15th May 1884.	Average rainfall from 15th May to date.
			Saturday, 22nd November.	Sunday, 23rd November.	Monday, 24th November.	Tuesday, 25th November.	Wednesday, 26th November.	Thursday, 27th November.	Friday, 28th November.	Number of rainy days.	of Rainfall week.			
NORTH BENGAL.	Pubna	Pubna	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.18	42.46	43.80
		Seraingunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.40	40.15	40.50
	Bogra	Sherpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.47	37.28	41.42
		Nowkhilla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.73	39.10	40.00
		Bogra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.19	37.14	41.14
		Panchbibi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00	39.77	43.24
	Rajshahi	Beaulah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.18	38.00	41.87
		Natore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.38	38.15	40.41
	Malda	Nowgong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.10	43.88	44.78
		Malda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.21	38.81	40.44
	Dinapore	Mohadepore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.17	38.08	40.74
		Churamon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.11	41.01	41.86
		Raigunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.10	43.39	44.41
		Dinapore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.16	38.04	40.81
	Bangalore	Baloochhat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.10	37.72	40.71
		Bhawanigunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.10	43.37	44.71
		(Gyabanda)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.10	43.37	44.71
		Rangpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.12	38.87	40.31
	Jalpigore	Kurigram	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.21	44.77	45.98
		Badogra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.04	40.99	41.49
		(Niphamar)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.14	101.56	115.06
		Jalpigore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.14	101.56	115.06
	Cooch Behar	Dinhat	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.03	41.73	42.89
		Cooch Behar	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.03	119.03	119.31
		Mickligunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.08	41.74	42.89
		Masbhang	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.07	38.56	40.62
	Darjeeling Hill.	Bura	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.40	131.00	130.12
		Biliguri	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.13	37.53	40.73
		Darjeeling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.13	37.53	40.73
		Kalimpong	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.13	37.53	40.73
NORTH BENGAL.	Purneah	Kassengunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.06	35.78	36.93
		Arrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.06	35.78	36.93
	North Bhagulpore.	Purneah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.06	35.78	36.93
		Madadpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.06	35.78	36.93
	Durbhunga	Madadpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.06	35.78	36.93
		Tajpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.11	35.77	36.83
	Moulampur	Durbhunga	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.07	30.35	31.41
		Madhubani	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.06	40.72	41.78
	Moulampur	Sitamarhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.06	35.03	36.09
		Moulampur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.12	33.43	34.49
	Ohangpur	Majpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.17	38.08	39.14
		Mohari	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.09	41.51	42.57
NORTH BENGAL.	Sara	Brakha	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.01	44.03	45.09
		Gopalgunge	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.01	39.36	40.42
	Sara	Bowen	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.19	38.75	39.81
		Ohuprah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.04	38.29	39.35
	Shahabad	Buxar	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.21	28.70	29.76
		Dehree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.11	31.27	32.33
		Bhuboah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.02	28.94	29.99
		Bhuboah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.28	31.04	32.10
	Gya	Arrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.18	26.21	27.27
		Aurangabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.21	38.28	39.34
		Gya	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.31	31.06	32.12
		Kowadah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.17	21.53	22.59
	Patna	Jehanabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.34	27.20	28.26
		Patna	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.18	29.54	30.60
		Dinapore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.15	34.26	35.32
		Behar	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.20	18.06	19.12
NORTH BENGAL.	Monghyr	Barr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.26	31.50	32.56
		Begoesrai	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.55	25.30	26.36
	South Bhagulpore.	Monghyr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.10	31.70	32.76
		Jamui	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.09	25.70	26.76
	South Bhagulpore.	Bhagulpore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.31	34.68	35.74
		Barr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.13	34.68	35.74
	Sonthal Per-gannah.	Bajmehal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.18	31.47	32.53
		Gouda	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.11	25.11	26.17
		Parour	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.03	34.98	36.04
		Nya Doozha	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.28	29.10	30.16
NORTH BENGAL.	Hasaribagh	Daugour	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.10	31.11	32.17
		Jamui	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.39	47.23	48.29
		Hasaribagh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.34	28.28	29.34
		Samtugrah	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.28	38.50	39.56
	Lohardugga	Mahuli Hills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.27	38.50	39.56
		Lohardugga	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.27	38.50	39.56
		Kanubi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.27	38.50	39.56
		Palasow	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.27	38.50	39.56
	Sengbhoon	Obysbasa	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.38	46.07	47.13
		Sengbhoon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.38	46.07	47.13
	Mashbhoon	Paratia	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.19	28.25	29.31
		Gobindopore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.20	40.15	41.21

Explanation.—Indicates that no rain has fallen. If the return for any day has not been received, the corresponding space is left blank. If any of the returns are wanting, the corresponding spaces in the total rainfall columns are left blank.

CALCUTTA, the 1st December 1884.

**SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS  
TAKEN IN BENGAL DURING THE WEEK ENDING THE 28th NOVEMBER 1884.**

The weather of the past week in Bengal was seasonable in character, and calls for few remarks. Pressure increased slowly and steadily during the week, and was considerably above the average at the end of the week. Temperature was below the normal. The mean daily temperature was about  $2\frac{1}{2}^{\circ}$  below the average temperature of the season throughout the Province. The deficiency was chiefly due to the unusually low night temperature. The minimum night temperature was  $4^{\circ}$  in defect, whilst the maximum was only  $1^{\circ}$  below the average. The persistent low temperature of the past month is mainly due to the unusual steadiness of the northerly and westerly winds, and the increased dryness of the air in Bengal, which usually accompanies a strong north-east monsoon on the Madras coast; skies were generally clear, and no rain fell during the week in the Province.

Pressure increased very steadily during the week, and was generally above the average. The mean pressure of the week was from  $30\frac{1}{4}$  to  $30\frac{5}{8}$  in excess in Orissa, Bengal, and Behar, and was slightly greater in East Bengal than elsewhere.

Temperature was below the average. The deficiency was most marked in the night temperature, which was frequently from  $4^{\circ}$  to  $7^{\circ}$  below the normal. The following table gives the normal and actual mean maximum and minimum temperatures at eight typical stations and illustrates the temperature variations of the past week:—

	MAXIMUM DAY TEMPERATURE.			Deficiency.	MINIMUM NIGHT TEMPERATURE.			Deficiency.
	Normal average for week.	Actual average of week.			Normal average for week.	Actual average of week.		
Cuttack ...	84.0	83.2	0.8		63.3	58.8	4.7	
Calcutta ...	79.8	78.7	1.1		61.4	59.1	2.3	
Burdwan ...	80.8	80.3	0.5		60.6	57.3	3.3	
Jessore ...	81.6	80.5	1.0		59.7	57.4	2.3	
Dacca ...	81.7	80.1	1.6		62.1	59.8	2.3	
Patna ...	79.1	76.7	2.4		54.3	53.9	0.4	
Purneah ...	80.2	80.1	0.1		55.8	51.7	4.1	
Hazareebagh ...	74.8	74.5	0.3		54.0	52.1	1.9	

The mean temperature of the week was nearly  $4^{\circ}$  below the normal mean of the week in Orissa,  $1^{\circ}$  in Chutia Nagpur, and  $2^{\circ}$  to  $3^{\circ}$  in Behar and Bengal.

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the week ending Friday, the 28th November 1884:—

METEOROLOGICAL DIVISIONS.	TEMPERATURE.						RAINFALL.									
	Highest observed during week.	Lowest observed during week.	Averages for week.			Average mean of week above or below normal mean of week.	Of week.		Rainy days.			Since 1st of month.		Since 15th May.		
			Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in week.	Normal average number in week.	Variation.	Average.	Normal average.	Average.	Normal average.
Orissa	84.3	53.5	80.1	47.3	66.7	-3.7	Nil	0.03	-0.03	0.0	0.2	-0.2	0.08	1.13	51.79	53.04
South-West Bengal	83.1	53.2	76.7	57.4	66.8	-4.0	Nil	0.03	-0.03	0.0	0.1	-0.1	0.06	0.37	44.51	51.10
East Bengal	83.4	53.0	79.6	60.1	70.0	-3.0	Nil	0.13	-0.13	0.0	0.3	-0.3	2.21	0.84	63.34	75.47
North Bengal	81.1	50.1	73.4	55.2	65.8	-	Nil	0.03	-0.03	0.0	0.2	-0.2	0.03	0.30	53.12	72.44
North Behar	83.0	46.0	76.3	63.9	66.1	-2.1	Nil	0.09	-0.09	0.0	0.1	-0.1	Nil	0.10	38.10	47.13
South Behar	80.4	46.2	76.6	62.3	64.8	-1.3	Nil	0.07	-0.07	0.0	0.1	-0.1	Nil	0.23	30.11	42.52
Chutia Nagpur	78.5	40.1	73.6	61.0	65.7	-1.1	Nil	0.04	-0.04	0.0	0.2	-0.2	Nil	0.35	35.40	47.30

\* Barrisal not included.  
† Moasfarpore not included.  
‡ Chyabassa not included.

METEOROLOGICAL OFFICE, BENGAL;

JOHN ELIOT,

The 2nd December 1884.

Meteorological Reporter to the Govt. of Bengal.

Results of the Thermometrical Observations taken at the Meteorological Office,  
Chowringhee, from 23rd to 29th November 1884.

Month.	Date.	TEMPERATURE.				Mean wet bulb.	HYGROMETER.			Rain.
		Mean.	Maximum.	Range.	Minimum.		Vapour tension.	Dew point.	Humidity.	
		°	°	°	°	°	Inches.	°	%	Inches.
November	23rd	82.3	79.9	32.0	57.9	69.0	.478	57.4	68	Nil
"	24th	86.3	78.9	24.0	54.9	61.3	.477	57.6	78	"
"	25th	81.9	79.1	23.4	55.7	61.4	.479	57.4	71	"
"	26th	89.0	79.9	20.5	59.4	64.3	.541	61.9	76	"
"	27th	69.0	79.9	20.3	58.7	64.4	.544	61.8	78	"
"	28th	89.7	79.1	16.0	61.1	62.8	.475	57.5	66	"
"	29th	80.1	77.9	22.0	55.9	69.9	.538	54.9	67	"

The mean temperature of the seven days ... 67.9

The extreme variation of temperature ... 25.0

The maximum temperature ... 79.9

The mean relative humidity ... 71%

The total fall of rain from 23rd to 29th November 1884 ... Nil

The mean temperature and humidity are obtained by applying to the mean of the 10h, 16h and minimum readings a correction dependent on the range, and derived from the hourly observations at the Surveyor-General's Office, Chowringhee, in past years.

METEOROLOGICAL OFFICE, INDIA;  
Calcutta, the 1st December 1884.

H. F. BLANFORD.  
Meteorological Reporter to the Govt. of India.

## MEMORANDA.

DURING the week ending 15th November 1884, the birth and death-rates of the first class Municipalities in Bengal stood at 26.7 and 37.2 per 1,000 of population, respectively, as opposed to 28.4 and 38.5 per 1,000, respectively, in the preceding week ending 8th November, showing a decrease in the registration of both events.

2. The following Municipalities returned the highest proportions of births and deaths:—

Births.			Deaths.		
		Ratio per mille.			Ratio per mille.
Mozufferpore ...	...	58.5	Poori ...	...	70.8
Serampore ...	...	49.1	Dacca ...	...	64.8
Durbhanga ...	...	40.9	Chittagong ...	...	68.4
Santipore ...	...	39.6	Suburbs of Calcutta ...	...	62.1
Gya ...	...	35.6	Purneah ...	...	51.9
Bhagulpore ...	...	34.4	Jessore ...	...	49.0
Ranaghat ...	...	30.0	Burdwan ...	...	45.8
Burdwan ...	...	29.0	Kishnaghur ...	...	45.5
Howrah ...	...	29.0	Naraingunge ...	...	45.5
			Santipore ...	...	43.8
			Beauleah ...	...	39.4
			Bhagulpore ...	...	37.1
			Gya ...	...	36.2
			Mozufferpore ...	...	31.6
			Serampore ...	...	31.4
			Hooghly ...	...	29.9
			Patna ...	...	29.5

3. The mortality from the several death-causes exhibited in the table appended to this memoranda was as follows, in comparison with that in the preceding week:—

	Ratio per mille during the weeks ending—	
	15th November 1884.	8th November 1884.
Cholera ...	4.0	4.8
Small-pox ...	2	2
Fever ...	18.9	17.9
Bowel-complaints ...	4.8	5.7
Injury ...	4	5
Other causes ...	8.9	9.4

The noticeable features indicated by the above figures are a sensible increase of mortality from fever; and a decline of casualties from the rest of the death-causes except small-pox.

4. While the casualties from small-pox and injury were nowhere conspicuously large, the undermentioned Municipalities returned the highest death-rates from cholera, fever, bowel-complaints, and the diseases grouped under the head of "Other causes":—

Cholera.		Fever.		Bowel-complaints.		Other Causes.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.		Ratio per mille.
Narainganj ...	37.3	Jessore ...	49.0	Serampore ...	18.7	Dacca ...	20.2
Chittagong ...	35.2	Purneah ...	45.0			Suburbs of Calcutta ...	16.3
Poori ...	27.8	Santipore ...	36.8			Poori ...	15.0
Dacca ...	12.3	Burdwan ...	35.1			Gya ...	13.0
Kishnaghur ...	7.5	Beauleah ...	31.8				
Suburbs of Calcutta ...	5.4	Kishnaghur ...	26.5				
Durbhanga ...	3.1	Ranaghat ...	24.0				
		Dacca ...	24.0				
		Chittagong ...	23.5				
		Poori ...	23.5				
		Suburbs of Calcutta ...	22.5				
		Bhagulpore ...	21.7				
		Hooghly ...	21.6				

5. That the death-rates under the heads of Sex, Class and Age, stand as indicated below:—

According to Sex.		According to Class.		According to Age.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.
Males ...	36.0	Christians ...	17.4	Under 1 year ...	259.0
Females ...	36.4	Hindus ...	36.5	1 and under 5 years ...	40.3
Ratio of male deaths to every 100 female deaths ...	118	Mahomedans ...	39.5	5 " 10 " ...	24.2
		Buddhists ...	24.2	10 " 15 " ...	17.7
		Other classes ...	73.0	15 " 20 " ...	27.2
				20 " 30 " ...	29.2
				30 " 40 " ...	26.2
				40 " 50 " ...	25.6
				50 " 60 " ...	27.7
				60 years and upwards ...	93.1

R. LIDDERDALE, M.D., Deputy Surgeon-General,  
Sanitary Commissioner for Bengal.

The 1st December 1884.

Mortality in Bengal during the week ending 10th November 1884.

1		2		3		4		5		6		7		8		9		10		11		12			
DISTRICTS.		NAMES OF MUNICIPALITIES.		POPULATION.			BIRTHS.			MORTALITY ACCORDING TO—										SEX.		Ratio of male deaths to every 100 female deaths.			
				Total.		NUMBER OF—		RATIO PER 1,000 OF POPULATION PER ANNUM.		DEATHS FROM—														RATIO PER 1,000 OF POPULATION PER ANNUM.	
				Males.	Females.	Males.	Females.	Total.	Males.	Females.	Total.	Cholera.	Small-pox.	Fever.	Bowel-complaints.	Injury.	Other diseases.	All causes.	Ratio of deaths per 1,000 of population per annum to the previous week.					Males.	Females.
Burdwan	...	18,063	14,017	32,080	12	7	19	10	153	107	260	171	...	...	...	...	...	...	...	...	...	...	...		
Midnapur	...	18,227	16,433	34,660	6	5	10	10	77	77	154	100	...	...	...	...	...	...	...	...	...	...	...		
Hughli	...	12,179	13,539	25,718	8	7	15	15	107	74	181	114	...	...	...	...	...	...	...	...	...	...	...		
Berhampore	...	13,540	12,937	26,477	11	14	25	25	210	275	485	79	...	...	...	...	...	...	...	...	...	...	...		
Howrah	...	3,040	2,404	5,444	1	1	2	2	84	94	178	90	...	...	...	...	...	...	...	...	...	...	...		
24 Parganas	...	60,889	41,639	102,528	22	30	52	52	143	148	291	66	...	...	...	...	...	...	...	...	...	...	...		
	Suburbs of Calcutta	147,205	104,984	252,189	57	63	120	126	118	143	261	82	...	...	...	...	...	...	...	...	...	...	...		
	Kishoreganj	12,303	14,914	27,217	5	9	14	14	85	170	255	53	...	...	...	...	...	...	...	...	...	...	...		
	Ranaghat	4,029	4,533	8,562	3	2	5	5	180	120	300	150	...	...	...	...	...	...	...	...	...	...	...		
	Sanipore	13,703	15,979	29,682	3	14	17	21	140	245	385	57	...	...	...	...	...	...	...	...	...	...	...		
	Jessore	4,580	3,663	8,243	4	...	4	4	243	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
	Rajshahi	12,160	9,024	21,184	4	2	6	8	102	52	154	200	...	...	...	...	...	...	...	...	...	...	...		
	Darjiling	8,050	2,047	10,097	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
	Dacca	42,722	37,570	80,292	23	13	36	37	140	84	224	176	...	...	...	...	...	...	...	...	...	...	...		
	Naryanpore	7,035	4,060	11,095	2	3	5	5	83	124	207	69	...	...	...	...	...	...	...	...	...	...	...		
	Chittagong	12,340	8,780	21,120	3	4	7	7	70	94	164	75	...	...	...	...	...	...	...	...	...	...	...		
	Tipperah	6,183	5,330	11,513	3	1	4	4	110	38	148	800	...	...	...	...	...	...	...	...	...	...	...		
	Panna City	78,762	61,475	140,237	41	27	68	63	135	52	187	161	...	...	...	...	...	...	...	...	...	...	...		
	Gya	38,294	37,881	76,175	23	29	52	52	137	195	332	70	...	...	...	...	...	...	...	...	...	...	...		
	Shahabad	20,003	22,546	42,549	3	2	5	5	84	24	108	150	...	...	...	...	...	...	...	...	...	...	...		
	Monirpore	23,064	19,038	42,102	22	22	44	44	267	217	484	100	...	...	...	...	...	...	...	...	...	...	...		
	Durban	33,774	22,323	56,097	24	24	48	48	199	270	469	85	...	...	...	...	...	...	...	...	...	...	...		
	Sarun	26,044	27,270	53,314	13	7	20	20	127	65	192	145	...	...	...	...	...	...	...	...	...	...	...		
	Bhagalpur	25,040	27,412	52,452	23	15	38	38	202	180	382	163	...	...	...	...	...	...	...	...	...	...	...		
	Manikpur	28,124	29,980	58,104	12	13	25	25	108	150	258	60	...	...	...	...	...	...	...	...	...	...	...		
	Purneah	8,403	6,523	14,926	1	2	3	3	14	60	74	20	...	...	...	...	...	...	...	...	...	...	...		
	Poori	13,057	11,265	24,322	4	6	10	10	85	128	213	63	...	...	...	...	...	...	...	...	...	...	...		
	Total	762,670	619,419	1,382,089	344	316	660	660	195	131	326	142	...	...	...	...	...	...	...	...	...	...	...		

\* A special census of the Europeans in the Darbhanga Municipality was recently taken, as the returns of this section of the community taken in February 1881 was not reliable, owing to the Europeans being at a minimum in that month. The number of the persons enumerated as before, as it was not necessary to re-census them. The ratio here consequently been calculated on the basis of population under all heads in the above table, except — 354, the ratio under which have been omitted, inasmuch as the census of the Europeans was not included in the census of the town.

DISTRICTS.	NAMES OF MUNICIPALITIES.		DEATHS AMONG—										RATIO PER 1,000 OF POPULATION PER ANNUM.										Age.										MORTALITY ACCORDING TO—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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			Hindus.	Mahomedans.	Buddhists.	Other classes.	Christians.	Hindus.	Mahomedans.	Buddhists.	Other classes.	Under 1 year.	1 and under 5 years.	5 and under 10 years.	10 and under 15 years.	15 and under 20 years.	20 and under 30 years.	30 and under 40 years.	40 and under 50 years.	50 years and up.	Under 1 year.	1 and under 5 years.	5 and under 10 years.	10 and under 15 years.	15 and under 20 years.	20 and under 30 years.	30 and under 40 years.	40 and under 50 years.	50 years and up.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Burdwan	Burdwan	43	4	4	1	1	44.1	45.6	...	...	...	...	...	...	...	...	...	...	...	...	47.7	46.1	41.6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...



## PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statements showing the total amount of Traffic and Tolls on the Canals classed as Productive Public Works for the month of September 1884.

## ORISSA CIRCLE.

## Taldunda Canal.

LENGTH OF CANAL OPEN—27½ MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		

## LOCAL TRAFFIC.

## (1)—PRIVATE.

	ARTICLES OF FOOD.	Mds.	Rs.				Rs. A. P.	A. P.
2	Paddy	738	000	1,207	48	430	5 14 0	
2	Jaggery	602	3,010	181½	35	010	0 15 0	
	BUILDING MATERIALS.							
	Coyle 5 in number		1				0 0 10	
	Unwrought timber and pilce		15				0 7 0	
	FUEL.							
1	Pirawood	330	35	304	18	270	1 8 0	
	MISCELLANEOUS.							
8	Passenger boat			3,085	132	390	17 14 0	
13	Empty do.			3,145	112	784	0 2 0	
96	Total	1,675	3,661	9,545	310	2,705	44 9 10	0 50
124	Total of same month last year	15,040	0,102	57,092	2,006	11,502	540 8 11	0 67

## (2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

		Mds.	Rs.				Rs. A. P.	
	No.							
	Total							
43	Total of same month last year	7,155	200	10,041	690	2,040	67 8 7	0 44

## ABSTRACT.

		Mds.	Rs.				Rs. A. P.	
20	Private, including miscellaneous	1,675	3,661	9,545	310	2,705	44 9 10	
	Government stores, including ditto							
20	Grand Total	1,675	3,661	9,545	310	2,705	44 9 10	
168	Grand Total of same month last year	20,815	0,440	70,738	2,760	17,632	388 1 5	

## MEMO.

## Rs. A. P.

Unrecovered balance on the 1st of the month	45 15 0
Amount of tolls for the month	41 9 10
Total	91 4 10
Amount credited in the accounts for the month	50 13 0
Balance at the end of the month	40 9 10

*Kendrapara Canal and its Branch to Gundakia on the Gobri River.*

LENGTH OF CANAL OPEN—69 MILES.

## LOCAL TRAFFIC.

(1)—PRIVATE.

Number of boats.	Nature of Cargo.	APPROXIMATE.		TONNAGE OF BOATS.		Ton-mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mauuds.	Tons.			
	<b>ARTICLES OF FOOD.</b>	Mds.	Rs.				Rs. A. P.	A. P.
60	Paddy	6,000	7,500	6,641	344	10,041	120 8 10	0 1 10
79	Rice	80,000	80,000	45,000	1,007	81,401	804 8 2	0 1 10
3	Netel leaves	60	200	177	6	50	0 13 0	0 1 10
18	Gram	1,300	5,240	2,523	94	5,481	25 8 3	0 1 10
1	Turneric	200	1,000	222	10	240	4 2 0	0 1 10
1	Coriander	200	1,000	222	10	240	4 2 0	0 1 10
1	Jamun	500	2,500	422	35	715	9 10 1	0 1 10
9	Cocunut	200	300	200	11	517	3 6 7	0 1 10
15	Salt	2,500	6,700	4,575	173	6,368	65 6 9	0 1 10
1	Salt-fish	20	150	72	3	80	0 6 1	0 1 10
1	Fish (dry)	30	190	140	6	50	0 10 9	0 1 10
2	Spices	401	8,000	1,085	30	1,758	19 14 6	0 1 10
	<b>STAPLES OF MANUFACTURE.</b>							
4	Cotton twist and yarn (European)	1,000	20,000	1,766	83	2,646	29 0 5	0 1 10
8	Hides	700	7,000	1,075	60	2,444	27 4 6	0 1 10
6	Castor seed	400	1,000	677	24	380	5 11 7	0 1 10
2	Til seed	330	3,200	1,207	43	2,272	19 9 4	0 1 10
	<b>BUILDING MATERIALS.</b>							
1	Tiles	200	20	350	13	408	1 13 0	0 1 10
15	Building stones	4,000	100	6,000	214	6,307	66 2 6	0 1 10
1	Shooting lime	100	50	100	7	108	1 12 0	0 1 10
1	Unwrought timber and piles (75 in number)	1000	1,700	1,520	58	2,104	37 11 2	0 1 10
2	Bullahs	400	100	604	24	1,200	12 4 0	0 1 10
	<b>FUEL.</b>							
4	Firewood	1,000	160	3,357	70	2,780	30 14 0	0 1 10
	<b>COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.</b>							
2	Earthenware and earthen pots	160	40	480	17	638	6 8 7	0 1 10
	<b>MISCELLANEOUS.</b>							
79	Passenger boats (3,108 passengers in number)			21,802	843	45,340	435 15 7	0 1 10
208	Empty ditto			22,781	814	28,210	180 7 1	0 1 10
4	Khurao	1,000	6,000	1,724	62	2,914	27 3 0	0 1 10
2	Olanka	200	200	482	17	680	5 8 0	0 1 10
11	Telegraph stores	300	6,000	1,543	48	730	12 5 3	0 1 10
54	Miscellaneous goods, &c.	3,500	30,000	17,180	683	23,404	295 0 0	0 1 10
603	<b>Total</b>	61,400	2,00,040	1,40,239	5,340	230,067	2,259 4 7	0 2 0
583	<b>Total of same month last year</b>	47,800	2,30,650	1,72,363	6,154	208,150	2,730 15 5	0 2 0

## (2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

	MISCELLANEOUS.	Mds.	Rs.	Rs.			Rs. A. P.	A. P.
3	Empty boats			650	23	914	4 14 6	0 1 10
2	<b>Total</b>			650	23	914	4 14 0	0 1 10
55	<b>Total of same month last year</b>	8,000	120	21,328	701	23,840	278 4 0	0 1 10

## ABSTRACT.

	Mds.	Rs.	Rs.			Rs. A. P.	
603	Private, including miscellaneous	61,500	2,00,040	1,40,239	5,340	230,067	2,259 4 7
5	Government stores, including ditto			631	23	924	4 14 0
608	<b>Grand Total</b>	61,500	2,00,040	1,40,869	5,363	230,991	2,264 4 7
583	<b>Grand Total of same month last year</b>	47,800	2,30,650	1,73,091	6,915	209,708	3,029 4 2

## MEMO.

	Rs. A. P.
Unrecovered balance on the 1st of the month	2,254 1 8
Amount of tollage for the month	2,264 4 7
<b>Total</b>	7,523 5 10
Amount credited in the accounts for the month	2,830 3 0
Balance at the end of the month	4,693 2 1

\* Of this Rs. 207-11-4 is the collection of Gobri Canal Locks, Rs. 615-15-0 is the collection of Kendrapara Extension Locks, and Rs. 1,380-9-9 is the collection of Kendrapara Canal Locks.

High Level Canal, Range I.

LENGTH OF CANAL OPEN—34 MILES.

LOCAL TRAFFIC.

(1)—PRIVATE.

Number of Boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.			Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunder.	Tons.	Ton-miles.		
	ARTICLES OF FOOD.	Mds.	Rs.				Rs. A. P.	A. P.
7	Paddy	1,500	1,500	1,647	59	2,000	20 5 0	
40	Rice	4,000	16,000	7,415	285	8,456	82 14 0	
1	Turner's	200	1,000	348	11	363	3 12 0	
1	Jaggery	10	10	25	1	84	0 5 0	
53	Salt	5,000	15,000	0,421	350	11,048	114 7 0	
3	Cocconuts	100	200	221	8	221	2 4 0	
1	Tamrind	50	200	105	7	238	2 5 0	
	STAPLES OF MANUFACTURE.							
2	Cotton	100	1,000	437	16	528	5 5 0	
3	Sisal	300	2,000	410	14	476	2 0 0	
1	Til seed	200	1,000	370	13	420	4 0 0	
	BUILDING MATERIALS.							
10	Unwrought timber and piles	500	500	519	19	610	35 4 0	
	COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.							
1	Palm umbrellas	50	20	130	6	204	1 14 0	
	MISCELLANEOUS.							
101	Empty boat			8,915	319	7,760	37 14 0	
21	Straw	1,200	300	5,770	153	1,753	12 0 0	
1	Oil-cake	100	100	200	7	254	2 8 0	
41	Miscellaneous goods, &c.	5,000	50,000	0,077	324	10,961	98 11 0	
278	Total	17,000	87,370	43,133	1,540	45,893	450 9 0	0 18
335	Total of same month last year	23,040	80,450	55,080	1,990	63,200	612 7 3	0 20

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

	MISCELLANEOUS.	Mds.	Rs.				Rs. A. P.	A. P.
3	Empty boats			1,200	40	1,612	7 13 0	
3	Total			1,200	40	1,612	7 13 0	0 10
5	Total of same month last year	400	70	2,575	85	2,605	17 13 0	0 12

ABSTRACT.

	Mds.	Rs.				Rs. A. P.	
278	Private, including miscellaneous	17,000	87,370	43,133	1,540	45,893	450 9 0
3	Government stores, including ditto			1,200	40	1,612	7 13 0
281	Grand Total	17,000	87,370	44,333	1,580	46,505	458 0 0
340	Grand Total of same month last year	23,040	80,450	55,305	1,994	60,074	630 4 3

	Memo.	Rs. A. P.
Unrecovered balance on the 1st of the month		203 5 0
Amount of tolls for the month		438 5 0
Total		640 10 0
Amount credited in the account for the month		549 16 0
Balance at the end of the month		90 14 0

*High Level Canal, Range II.*

LENGTH OF CANAL OPEN—12½ MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Ton- mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.			

## LOCAL TRAFFIC.

(1)-PRIVATE.

	ARTICLES OF FOOD.						Ms.	Rs.				Rs. & P.	A. P.
8	Paddy	...	...	...	...	...	500	700	1,151	42	481	7 5 5	...
21	Rice	...	...	...	...	...	5,000	5,000	8,053	119	1,633	21 9 5	...
1	Turmeric	...	...	...	...	...	200	500	309	11	77	1 15 0	...
4	Gram	...	...	...	...	...	800	2,000	1,385	80	583	8 10 0	...
1	Cooking oil	...	...	...	...	...	100	200	290	6	90	1 9 9	...
	CLOTHING.												
1	Cotton piece-goods (Indian)	...	...	...	...	...	20	300	50	2	25	0 5 0	...
	STAPLES OF MANUFACTURE.												
3	Castor seed	...	...	...	...	...	400	1,000	621	23	187	3 16 0	...
1	Mustard seed	...	...	...	...	...	200	800	284	14	150	6 0	...
	BUILDING MATERIALS.												
1	Tile	...	...	...	...	...	100	10	251	9	96	1 5 0	...
...	Bamboo (1,480 in number)	...	...	...	...	...	...	50	...	...	...	0 15 0	...
	MISCELLANEOUS.												
23	Empty boat	...	...	...	...	...	...	...	1,777	68	613	5 9 5	...
1	Lac	...	...	...	...	...	50	300	143	5	50	0 14 0	...
...	Small denials (17 in number)	...	...	...	...	...	...	...	...	...	...	4 5 0	...
63	Total	...	...	...	...	...	4,370	12,000	9,068	357	4,415	63 1 5	0 2 3
64	Total of same month last year	...	...	...	...	...	2,180	10,700	5,518	227	3,241	72 0 5	0 2 3

## (3)—STORES AND MATERIALS FOR IRRIGATION WORK.

			Mds.	Ra.				Ra. A. F.	A. F.						
	BUILDING MATERIALS.														
0	Gravel	100	200	300	400	500	600	1,700	80	3,710	139	704	53 1 8	107 100	
	MISCELLANEOUS,														
0	Empty boats	100	200	300	400	500	600	1,700	80	3,710	139	704	53 1 8	107 100	
18	Total								1,700	80	3,838	208	1,218	29 4 0	6 4 6
24	Total of same month last year								5,000	110	10,045	463	1,000	68 19 4	0 8 0

## ABSTRACT

		Mds.	Ra.			Ra. A. P.	
68	Private, including miscellaneous ...	4,370	13,080	9,988	267	4,013	82 1 0
16	Government stores, including disto ...	1,740	80	2,846	263	1,218	20 4 2
81	Grand Total	6,070	13,040	15,074	500	5,231	91 5 5
68	Grand Total of same month last year	8,160	10,810	26,961	750	6,850	144 13 3

MEMO.										Re. A. P.
Unrecovered balance on the 1st of the month	977	200	242	282	440	131	200	440		179 0 0
Amount of claims for the month	200	200	200	200	200	200	200	200		91 5 0
Total									200	200 15 0
Amount credited in the accounts for the month	200	200	200	200	200	200	200	200		108 1 0
Balance at the end of the month	200	200	200	200	200	200	200	200		100 11 0

## High Level Canal, Range III.

LENGTH OF CANAL OPEN—20 MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Ton-mileage.	Tollage.	Rate of toll per ton mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.			

## LOCAL TRAFFIC.

## (1)—PRIVATE.

	ARTICLES OF FOOD.	Mds.	Rs.				Rs. A. P.	A. P.
6	Rice	500	1,200	814	20	222	5 1 6	...
1	Pulses and other crops, tamarind	500	2,000	851	20	840	0 5 0	...
...	Fruits and vegetables	100	250	206	7	180	1 5 0	...
1	Salt	50	150	172	0	108	1 1 0	...
STAPLES OF MANUFACTURE.								
1	Cashew seed	200	200	390	14	262	3 0 0	...
BUILDING MATERIALS.								
1	Timber	200	20	810	11	177	1 15 0	...
MISCELLANEOUS.								
10	Empty boats	...	...	082	25	341	2 2 9	...
20	Total	1,550	4,720	3,443	122	1,768	19 5 3	0 2 1
24	Total of same month last year	1,360	4,000	3,132	113	1,554	19 11 9	0 1 7

## (2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

	BUILDING MATERIALS.	Mds.	Rs.				Rs. A. P.	A. P.
10	Gravel	3,000	50	4,970	177	1,236	31 1 6	...
MISCELLANEOUS.								
9	Empty boats	...	...	1,962	70	400	0 0 0	...
10	Total	3,000	50	6,932	247	1,730	37 1 6	0 4 1
15	Total of same month last year	3,300	70	5,087	150	1,480	20 15 3	0 2 5

## ABSTRACT.

		Mds.	Rs.				Rs. A. P.	A. P.
20	Private, including miscellaneous	1,560	4,720	3,443	122	1,768	19 5 3	...
10	Government stores, including ditto	3,000	50	6,932	247	1,730	37 1 6	...
30	Grand Total	4,560	4,770	10,375	369	3,498	56 6 9	...
40	Grand Total of same month last year	3,460	5,080	9,190	291	3,134	46 11 0	...

## MEMO.

					Rs. A. P.
Unrecovered balance on the 1st of the month	—	—	—	—	130 6 3
Amount to tollage for the month	—	—	—	—	50 8 9
				Total	176 13 0
Amounts credited in the accounts for the month	—	—	—	—	20 10 0
Balance at the end of the month	—	—	—	—	157 3 0

## SOUTH-WESTERN CIRCLE.

Midnapore Canal.

LENGTH OF CANAL OPEN—53 MILES.

LOCAL TRAFFIC.

(1)—PRIVATE.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Ton-millage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mauuds.	Tons.			
	ARTICLES OF FOOD.	Mds.	Rs.				Rs. A. P.	A. P.
230	Paddy	40,410	53,531	1,04,880			1,533 12 9	
425	Rice	23,783	1,47,349	1,40,745			1,032 9 0	
23	Wheat	1,025	4,125	3,815			17 4 3	
157	Gram	24,815	71,065	66,440			422 13 5	
16	Fruits and vegetables	3,199	4,800	6,715			92 9 5	
72	Sugar, unrefined	11,870	44,745	27,565			148 0 3	
176	Salt	63,178	1,07,217	1,31,825			1,100 7 4	
2	Oil	500	5,200	1,325			18 13 0	
2	Spices	50	800	825			2 13 5	
22	Fish	273	2,440	3,045			15 15 0	
30	Beet leaves	1,305	13,540	4,250			28 13 0	
42	Card	4,405	10,075	22,575			97 12 0	
32	Cocconuts (116,300 in number)	1,075	2,825	2,105			133 4 3	
5	Onion	610	1,015	1,000			15 4 0	
	STIMULANTS.							
37	Tobacco	0,505	52,070	15,400			168 10 0	
	CLOTHING.							
20	Cotton piece-goods (Indian)	1,060	1,10,500	5,105			52 0 2	
10	Ditto ditto (European)	1,108	1,02,550	3,400			23 11 0	
	STAPLES OF MANUFACTURE.							
25	Brass	11,145	4,07,725	30,340			274 15 0	
2	Silk	20	18,000	325			2 13 5	
7	Cotton	830	17,150	2,375			13 0 0	
60	Do. twist and yarn (European)	0,409	3,82,000	24,000			177 10 0	
9	Jute	1,250	5,000	2,900			10 8 0	
11	Hides (5,850 in number)	1,785	17,010	3,710			47 11 5	
3	Horns	330	2,000	825			4 7 0	
13	Indigo-seed	4,400	25,000	8,325			211 4 0	
2	Linseed	425	1,857	375			7 5 0	
21	Mustard seed	5,005	23,800	13,400			72 3 4	
2	Til seed	520	2,500	1,300			11 0 0	
	BUILDING MATERIALS.							
8	Brick (5,500 in number)	110	45	1,750			8 5 4	
13	Tiles (22,500 ditto)	1,040	887	5,075			13 0 5	
10	Lime	2,040	2,531	5,175			30 2 0	
1	Teak wood	40	80	175			1 1 0	
12	Sand	3,400	352	7,135			23 0 4	
1	Boorty	300	75	625			2 5 0	
108	Unwrought timber and piles (5,711 in number)	37,364	47,771	36,505			605 4 5	
3	Bamboos (175 in number)	25	12	70			0 5 0	
	LIVE STOCK.							
2	Bullock, oxen and cow (3 in number)		18	200			1 12 0	
	FUEL.							
36	Coal and coke	10,595	5,788	22,775			100 12 0	
9	Charcoal	1,005	1,203	4,500			43 0 3	
11	Firewood	4,200	705	8,500			100 3 0	
	COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.							
41	Earthenware and earthen pots	4,700	1,405	11,745			50 7 0	
3	Stone plates	430	780	1,145			12 13 0	
1	China do.	40	200	100			1 6 0	
	MISCELLANEOUS.							
910	Passenger boat			81,065			673 11 3	
1,491	Empty do.			1,91,850			1,051 2 0	
27	Straw (1,461 kahana)	13,204	4,645	38,350			140 13 0	
54	Oil-cake	12,332	13,045	27,500			154 6 0	
13	Furniture	555	3,775	2,030			27 7 9	
1	Gunny (200 in number)	60	400	180			0 9 0	
43	Miscellaneous	5,253	4,381	15,330			109 14 0	
26	Other oils	3,033	15,854	0,650			80 8 0	
7	Saxi	1,285	1,800	2,900			39 7 0	
6	Other saline substance	885	1,600	1,330			4 0 0	
1	Coir rope	100	600	425			12 12 0	
	Damarrage						31 7 0	
4,417	Total	3,89,200	18,43,527	11,40,845	60,908	6,84,359	10,044 14 0	0 2 0
4,950	Total of same month last year	4,77,063	20,03,245	12,13,600	63,930	7,58,301	11,533 11 10	0 2 1



Midnapore Canal—concluded.

Number of boats.	Nature of Cargo.	APPROXIMATE		TOWNSHIP OF BOATS.		Tonnage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mounds.	Tons.			
(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.								
BUILDING MATERIALS.								
2	Building stones (laterite)	1,480	224	2,400			75 0 0	
MISCELLANEOUS.								
1	Empty boats			675			17 4 0	
3	Total	1,480	224	2,675	110	5,431	92 4 0	0 2 4
	Total of same month last year							

ABSTRACT.

		Mds.	Rs.				Rs. A. P.	
4,427	Private, including miscellaneous ... ..	3,06,205	18,43,427	11,40,845	40,038	684,820	10,044 14 0	...
8	Government stores, including ditto ... ..	1,409	224	3,078	110	5,431	92 4 0	...
4,480	Grand Total ... ..	3,07,614	18,43,651	11,44,923	41,008	690,251	10,737 2 4	...
4,995	Grand Total of same month last year ... ..	4,77,903	20,93,045	12,12,600	43,308	738,301	11,535 11 10	...

MEMO.

		Rs. A. P.
Unrecovered balance on the 1st of the month ... ..	...	1,720 14 11
Amount of tollage for the month ... ..	...	10,737 2
Total ... ..	...	12,457 6 11
Amount credited to the accounts for the month ... ..	...	10,737 2
Balance at the end of the month ... ..	...	1,720 14 2

Hidgellie Tidal Canal.

LENGTH OF CANAL OPEN—29 MILES.

LOCAL TRAFFIC.

(1)—PRIVATE.

ARTICLES OF FOOD.		Mds.	Rs.			Rs. A. P.	A. P.
277	Paddy ... ..	80,195	85,934	1,05,185	...	1,837 0 0	...
79	Rice ... ..	13,145	25,586	28,000	...	216 8 0	...
1	Gram ... ..	230	400	675	...	9 15 3	...
11	Fruits and vegetables ... ..	128	140	1,805	...	16 0 8	...
13	Jamun ... ..	1,180	3,230	2,890	...	37 14 0	...
1	Sugar ... ..	20	80	450	...	5 1 0	...
46	Salt ... ..	10,855	27,137	24,075	...	270 2 3	...
26	Oil ... ..	1,590	15,840	7,300	...	82 5 9	...
STIMULANT.							
125	Tobacco ... ..	10,875	61,960	33,675	...	429 8 5	...
CLOTHING.							
17	Cotton piece-goods (European) ... ..	1,485	37,125	5,430	...	75 10 0	...
STAPLES OF MANUFACTURE.							
1	Jute ... ..	60	180	125	...	0 15 0	...
2	Hides ... ..	110	1,890	220	...	1 11 0	...
BUILDING MATERIALS.							
1	Tiles ... ..	100	35	250	...	2 4 6	...
13	Shooting lime ... ..	1,080	475	3,765	...	23 13 0	...
11	Unwrought timber and plies ... ..	1,043	701	1,490	...	18 15 0	...
3	Bamboo ... ..	600	670	1,125	...	0 11 0	...
FUEL.							
4	Coal and coke ... ..	1,004	250	2,650	...	24 10 4	...
6	Firewood ... ..	140	40	520	...	3 7 0	...
COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.							
6	Earthenware and earthenpots ... ..	170	80	500	...	4 2 0	...
MISCELLANEOUS.							
107	Passenger boat ... ..	...	...	8,700	...	93 2 3	...
461	Empty do. ... ..	...	...	49,075	...	475 15 0	...
79	Hire ... ..	15,230	8,425	31,020	...	247 11 0	...
16	Boats ... ..	1,110	4,000	2,115	...	23 11 0	...
29	Miscellaneous ... ..	715	4,805	2,000	...	19 3 9	...
1,365	Total ... ..	1,14,000	2,51,925	3,17,170	11,998	181,187	3,390 14 0
1,441	Total of same month last year ... ..	2,12,645	3,35,000	6,12,445	19,303	301,012	5,312 4 0

*Hidgelles Tidal Canal—concluded.*

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Ton-mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mauuds.	Tons.			

## (2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

No.	BUILDING MATERIALS.	Mds.	Rs.			Rs. A. P.	A. P.
1	Timber ... ..	20	100	60		0 4 3	
	MISCELLANEOUS.						
1	Empty boats ... ..	15	00	100		0 4 3	
1	Stores, &c. ... ..					0 11 0	
3	Total ... ..	35	100	150	6	1 3 0	0 3 3
1	Total of same month last year ...	30	1,000	70	2	1 4 0	0 3 3

## ABSTRACT.

		Mds.	Rs.				Rs. A. P.	
1,355	Private, including miscellaneous ...	1,12,000	2,61,955	3,17,470	11,338	184,167	5,880 14 0	
3	Government stores, including ditto ...	55	150	120	6	70	1 3 0	
1,358	Grand Total ...	1,12,055	2,62,115	3,17,590	11,344	184,237	5,881 17 0	
1,902	Grand Total of same month last year ...	2,22,070	3,50,000	5,12,550	19,303	301,884	6,315 0 6	

## MEMO.

		Rs. A. P.
Unrecovered balance on the 1st of the month ...		1,207 2 6
Amount of tollage for the month ...		5,391 1 0
	Total ...	4,809 4 0
Amount credited in the accounts for the month ...		3,106 5 6
Balance at the end of the month ...		1,403 0 6

## SONE CIRCLE.

*Eastern Main and Patna Canals.*

LENGTH OF CANAL OPEN—86½ MILES.

## LOCAL TRAFFIC.

## (1)—PRIVATE.

No.	ARTICLES OF FOOD.	Mds.	Rs.			Rs. A. P.	A. P.
2	Wheat ... ..	480	890	711	281	2,1174	21 1 0
2	Pulses and other crops ... ..	185	140	403	174	7244	7 4 0
15	Fruits and vegetables ... ..	1,800	4,440	3,218	1304	10,372	104 15 0
1	Jaggery ... ..	140	200	332	18	240	2 10 3
2	Salt ... ..	470	1,400	783	281	2,1814	23 8 3
2	Ghee ... ..	95	1,480	185	7	208	4 1 5
	STIMULANT.						
1	Tobacco ... ..	200	800	441	151	3221	9 16 0
	CLOTHING.						
3	Cotton piece-goods (Indian) ... ..	800	3,100	620	23	1,370	12 15 5
	STAPLES OF MANUFACTURE.						
1	Iron ... ..	25	100	173	6	370	6 0 5
10	Hides ... ..	1,440	10,000	2,380	801	4,338	40 12 0
23	Linseed ... ..	9,437	31,360	14,679	5184	57,403	237 3 6
	BUILDING MATERIALS.						
11	Alumina lime ... ..	4,000	890	5,351	185	12,760	132 15 3
3	Kaukur ... ..	540	40	1,000	394	829	4 4 0
1	Unwrought timber and piles (4 timbers) ...						9 15 0
	FUEL.						
1	Firewood ... ..						0 7 0
	COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.						
2	Earthenware and earthenpots ... ..	19	8	341	121	240	2 10 5
	MISCELLANEOUS.						
10	Passenger boat (02 in number) ... ..			613	321	1,9104	21 0 0
50	Empty do. ... ..			9,671	3121	10,1814	34 1 5
1	Boat do. for iron girders ... ..			307	81	19	2 1 0
1	Boat do. Government Barge ... ..			334	81	663	3 3 3
1	Chalk ... ..	600	400	707	28	1,780	15 3 9
66	Miscellaneous ... ..	15,310	24,080	22,444	8014	57,1404	575 5 3
1	Gunny bags ... ..	25	00	61	2	40	0 7 5
337	Total ... ..	33,008	68,534	64,578	2,800	141,1104	1,395 0 0
444	Total of same month last year ...	1,12,801	3,16,807	1,80,027	6,7304	471,3924	4,678 5 6

*Eastern Main and Patna Canals—concluded.*

Number of boats.	Nature of Cargo.	APPROXIMATE		TOWNAGE OF BOATS.		Ton-mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mounds.	Tons.			

(3)—STORES AND MATERIALS FOR IRRIGATION WORKS.

BUILDING MATERIALS.		Mds.	Rs.				Rs. A. P.	A. P.
2	Stone metal ... ..	400	100	677	10	130	1 2 0	.....
3	Sol planks ... ..	120	750	620	10	250	4 1 0	.....
MISCELLANEOUS.								
5	Empty boats ... ..	90	250	950	31 1/2	450	3 3 8	.....
1	Stores, &c., Ranigunge pipes ...			100	6	120	1 2 4	.....
9	Total ...	640	1,050	2,203	7 1/2	1,170	0 0 6	0 2 8
31	Total of same month last year ...	1,950	370	5,035	20 1/2	4,773	53 11 0	0 2 8

ABSTRACT.

		Mds.	Rs.				Rs. A. P.	
237	Private, including miscellaneous ...	23,004	68,538	64,576	2,800	141,110 1/2	1,388 0 0	.....
8	Government stores, including ditto ...	840	1,000	2,202	7 1/2	1,170	9 0 0	.....
346	Grand Total ...	33,734	69,538	66,778	2,375 1/2	142,280 1/2	1,397 10 0	.....
	Deduct error ...						5 5 0	.....
							1,392 5 0	.....
305	Grand Total of same month last year ...	1,14,751	3,17,357	1,94,883	8,001 1/2	470,162 1/2	4,734 1 3	.....

MEMO.

	Rs. A. P.
Unrecovered balance on the 1st of the month ...	430 6 9
Amount of tollage for the month ...	1,395 4 0
Total ...	1,825 11 6
Amount credited in the accounts for the month ...	1,307 15 0
Balance at the end of the month ...	517 12 6

*Western Main Canal.*

LENGTH OF CANAL OPEN—22 MILES.

LOCAL TRAFFIC.

(1)—PRIVATE.

ARTICLES OF FOOD.		Mds.	Rs.				Rs. A. P.	A. P.
3	Spices (sacrah) ... ..	800	16,000	1,100	39	3,940	0 14 0	.....
STAPLES OF MANUFACTURE.								
7	Linseed ... ..	4,000	10,000	5,525	197	1,970	84 8 6	.....
1	Poppy seed ... ..	200	2,400	700	23	1,750	4 0 0	.....
BUILDING MATERIALS.								
1	Stone pebbles ... ..	500	45	625	21	1,760	1 15 8	.....
COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.								
12	Grind-mill stone ... ..	5,010	300	7,875	261	2,410	24 9 9	.....
MISCELLANEOUS.								
1	Passenger boat ... ..			100	3	330	0 10 0	.....
8	Empty boat ... ..			475	17	260	1 10 0	.....
3	Garco ... ..	630	410	1,175	42	420	7 5 0	.....
	Excise toll charged ... ..						1 3 6	.....
30	Total ...	12,920	35,715	17,875	620	14,120	83 2 6	0 1 8
31	Total of same month last year ...	23,317	40,010	32,940	1,143	18,501	188 6 0	0 1 8

## Western Main Canal—concluded.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Tonnage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.			

## (B)—STORES AND MATERIALS FOR IRRIGATION WORKS.

No.		Mds.	Rs.				Rs. A. P.	
...	...	...	...	...	...	...	...	...
...	Total	...	...	...	...	...	...	...
3	Total of same month last year	400	20	700	20	1,287	7 8 0	0 1 3

## ABSTRACT.

No.		Mds.	Rs.				Rs. A. P.	
30	Private, including miscellaneous	12,840	35,715	17,576	628	12,120	83 2 6	...
...	Government stores, including ditto	...	...	...	...	...	...	...
35	Grand Total	12,840	35,715	17,576	628	12,120	83 2 6	...
63	Grand Total of same month last year	23,717	60,930	32,800	1,108	19,878	136 14 0	...

## MEMO.

## Rs. A. P.

Unrecovered balance on the 1st of the month

134 1 4

Amount of tollage for the month

83 2 6

Total

217 3 0

Amount credited in the accounts for the month

68 5 8

Balance at the end of the month

148 14 6

## Arrah Canal.

## LENGTH OF CANAL OPEN—65 MILES.

## LOCAL TRAFFIC.

## (A)—PRIVATE.

ARTICLES OF FOOD.		Mds.	Rs.				Rs. A. P.	A. P.
8	Wheat	1,008	2,018	1,008	57	600	6 12 4	...
20	Gram	945	1,890	1,890	80	800	0 14 9	...
35	Pulses and other crops	4,181	10,452	11,641	417	8,078	70 0 8	...
12	Sugar	8,481	33,530	5,081	179	7,049	64 8 9	...
25	Salt	7,178	21,534	9,678	345	10,308	165 5 9	...
2	Oil	201	6,010	1,101	39	468	4 11 3	...
8	Spices	436	835	1,135	40	3,300	30 12 3	...
STAPLES OF MANUFACTURE.								
9	Iron	1,704	10,884	2,504	91	4,080	45 4 3	...
1	Hides	20	100	72	3	32	0 7 6	...
11	Linsed	6,087	18,261	7,167	250	10,473	110 3 6	...
1	Mustard seed	613	1,854	713	25	2,750	10 15 0	...
BUILDING MATERIALS.								
20	Building stones	6,671	1,848	12,878	450	35,100	127 0 3	...
24	Stone lime	4,133	4,133	6,133	253	10,000	123 4 8	...
3	Clustering lime	1,003	230	1,303	48	748	7 13 9	...
1	Bamboo	26	7	125	4	48	0 11 9	...
MISCELLANEOUS.								
20	Passenger boat	...	...	2,780	117	2,140	23 0 9	...
130	Empty do.	...	...	11,028	411	7,018	22 3 4	...
2	Screw	210	54	410	14	700	0 4 9	...
7	Furniture	100	3,000	300	30	354	0 10 6	...
8	Treasure	170	2,31,000	420	15	150	1 13 3	...
2	Gunny	505	500	100	7	400	3 13 3	...
9	Garoo or red paint	1,014	4,072	1,318	43	3,440	30 10 0	...
254	Total	47,794	6,04,061	81,173	2,880	116,976	878 3 0	0 1 4
401	Total of same month last year	64,075	1,61,210	121,193	4,320	1,48,153	1,485 1 0	0 1 5

Arta Canal—concluded.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Ton mileage.	Tollage.	Rs. to toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mounds.	Tons.			

(2) STORES AND MATERIALS FOR IRRIGATION WORKS.

	BUILDING MATERIALS.	Mds.	Rs.				Rs. A. P.	A. P.
17	Building stones	6,036	14,216	7,366	263	10,090	64 8 3	
	FUEL.							
6	Firewood	1,892	530	2,492	89	1,860	18 8 8	
	MISCELLANEOUS.							
13	Empty boats			2,099	75	2,916	13 9 9	
4	Stores, &c.	1,976	4,505	2,373	81	6,152	48 9 0	
40	Total	9,451	19,446	14,280	269	19,747	184 4 8	0 1 3
9	Total of same month last year	1,832	58,225	2,726	97	4,096	44 10 9	0 1 7

ABSTRACT.

		Mds.	Rs.				Rs. A. P.	
364	Private, including miscellaneous	47,708	6,08,941	81,173	2,889	115,975	878 8 0	
40	Government stores, including ditto	9,451	19,446	14,280	269	19,747	184 4 8	
404	Grand Total	57,159	6,28,387	95,453	3,158	135,722	1,063 2 8	
440	Grand Total of same month last year	58,007	7,10,414	1,23,010	4,417	187,140	1,637 12 9	

MEMO.

Rs. A. P.

Unrecovered balance on the 1st of the month					179 8 3
Amount of tolls for the month					1,012 7 6
				Total	1,191 10 9
Amount credited in the accounts for the month					548 2 9
Balance at the end of the month					243 8 0

Buzar Canal.

LENGTH OF CANAL OPEN—45 MILES.

LOCAL TRAFFIC.

(1)—PRIVATE.

	ARTICLES OF FOOD.	Mds.	Rs.				Rs. A. P.	Rs. A.
2	Wheat	250	800	400	14	280	2 8 0	
3	Gram	1,806	2,500	2,800	34	4,760	63 7 8	
3	Ghee	125	2,100	285	8	348	2 1 6	
	CLOTHING.							
1	Cotton piece-goods (Indian)	35	300	125	4	144	1 12 6	
	STAPLES OF MANUFACTURE.							
7	Kayari	2,352	2,352	1,915	104	7,640	69 1 4	
1	Mustard seed	187	225	235	8	960	1 6 9	
2	Mowah	465	465	600	20	900	8 10 6	
	BUILDING MATERIALS.							
	Bullahs 700, wood 730, bamboos 1,100 in numbers.						83 4 0	
	COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.							
7	Stone-mills	8,625	175	4,408	137	7,008	65 4 6	
	MISCELLANEOUS.							
1	Passenger boat						6 8 6	
30	Empty boats			3,525	63	2,080	16 12 3	
1	Furniture	75	200	98	8	125	0 15 8	
	Excise tollage						0 11 6	
60	Total	3,776	5,690	15,443	485	25,763	223 2 3	0 1 7
64	Total of same month last year	11,427	21,115	17,070	629	23,713	234 7 0	0 3 4

*Buzar Canal—concluded.*

Number of Boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Ton-mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunder.	Tons.			

## (1)—STORES AND MATERIALS FOR IRRIGATION WORKS.

		Mds.	Rs.				Rs. A. P.	A. P.
NH								
	Total							
3	Total of same month last year			150	5	245	1 0 3	0 1 2

## ABSTRACT.

		Mds.	Rs.				Rs. A. P.	
60	Private, including miscellaneous	8,775	9,800	13,643	435	23,746	215 6 5	
60	Government stores, including ditto							
60	Grand Total	8,775	9,800	13,643	435	23,746	215 6 5	
96	Grand Total of same month last year	11,427	12,115	17,820	534	22,908	206 0 3	

	Memo.	Rs. A. P.
Unrecovered balance on the 1st of the month		90 11
Amount of tollage for the month		233 6 3
Total		323 7 4
Amount credited in the accounts for the month		Rs. A. P. 215 6 5
Deduct erroneously more credited in last month in tollage now written back to steamer		0 7 0
Balance at the end of the month		40 15 9

## ABSTRACT FOR THE MONTH OF SEPTEMBER 1884.

CANAL.	TRAFFIC, 1884-85.		TRAFFIC, 1883-84.		REMARKS.
	During the month.	To end of the month.	During the corresponding month.	To end of the corresponding month.	
ORISSA CIRCLE.					
Talunda	41 5 10	497 2 10	388 1 5	1,799 0 0	
Kandrapara	2,254 4 7	14,226 11 8	5,029 4 8	19,636 9 0	
High Level, Range I	434 5 0	2,344 13 0	630 4 8	2,386 11 0	
Ditto, ditto II	91 0 5	1,026 13 0	144 13 3	1,722 4 3	
Ditto, ditto III	54 5 0	483 7 0	46 11 0	424 7 11	
Total Orissa Circle	2,895 1 5	18,610 1 0	4,238 2 5	25,998 1 4	
SOUTH-WESTERN CIRCLE.					
Midnapore	10,787 8 0	20,140 5 0	11,831 11 10	60,638 8 11	
Hidkollee Tidal	8,301 1 0	20,097 15 5	5,313 0 0	57,823 14 5	
Total South-Western Circle	14,128 3 4	40,237 4 3	10,847 5 4	68,613 7 2	
SONS CIRCLE.					
Eastern Main and Pains	1,305 4 0	13,841 0 0	4,734 1 8	18,128 8 0	
Western Main	53 2 5	508 10 0	195 14 0	1,755 3 2	
Arach	1,012 7 0	3,876 5 3	1,617 12 0	10,841 12 8	
Buzar	222 0 11	1,015 8 3	259 0 3	5,040 8 3	
Total Sone Circle	2,713 5 0	18,773 0 0	6,765 13 5	29,164 0 0	
GRAND TOTAL	19,746 9 11	1,22,618 5 9	27,840 8 9	1,53,694 5 0	



## GOVERNMENT TRANSPORT SERVICE.

CANAL.	TRAFFIC, 1884-85.						TRAFFIC, 1883-84.					
	During the month.			To end of the month.			During the corresponding month.			To end of the corresponding month.		
	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.
<b>ORISSA CANAL.</b>	No.	Mds.	Rs. A. P.	No.	Mds.	Rs. A. P.	No.	Mds.	Rs. A. P.	No.	Mds.	Rs. A. P.
Talchunda and Kenirapara ...	1,450	...	1,419 15 4	7,420	9,810	10,589 10 11	1,741	...	2,524 0 4	6,617	2,497	16,375 3 7
High Level ...	417	1,894	547 13 0	2,990	6,922	3,554 2 4	690	1,740	821 8 6	2,340	5,601	3,309 6 10
<b>Total Orissa Canal</b> ...	<b>1,867</b>	<b>1,894</b>	<b>1,967 12 4</b>	<b>10,410</b>	<b>16,732</b>	<b>14,143 13 5</b>	<b>2,431</b>	<b>1,740</b>	<b>3,345 9 3</b>	<b>11,457</b>	<b>7,498</b>	<b>17,684 10 5</b>
<b>SOUTH-WESTERN CIRCLE.</b>												
Madnapore ...	18,645	987	750 0 0	82,589	4,504	4,500 0 0	10,590	300	1,000 0 0	67,335	2,133	5,000 0 0
<b>Total South-Western Circle</b>	<b>18,645</b>	<b>987</b>	<b>750 0 0</b>	<b>82,589</b>	<b>4,504</b>	<b>4,500 0 0</b>	<b>10,590</b>	<b>300</b>	<b>1,000 0 0</b>	<b>67,335</b>	<b>2,133</b>	<b>5,000 0 0</b>
<b>SONE CIRCLE.</b>												
Eastern Main and Painsa ...	...	832	672 15 0	...	3,500	1,402 13 0	817	3,640	888 0 0	3,641	10,571	5,020 3 3
Western Main and Musar ...	1,580	3,083	1,635 0 0	4,112	8,070	3,305 2 0	1,534	3,064	973 8 0	6,980	17,148	6,014 3 0
Arbab ...	2,510	2,000	1,790 0 0	6,680	6,212	4,745 0 0	2,662	2,805	1,764 0 0	13,753	11,075	9,827 0 0
<b>Total Sone Circle</b> ...	<b>4,090</b>	<b>4,985</b>	<b>3,497 15 0</b>	<b>20,692</b>	<b>18,892</b>	<b>10,015 15 0</b>	<b>5,013</b>	<b>9,509</b>	<b>3,645 14 3</b>	<b>24,374</b>	<b>38,794</b>	<b>20,861 3 3</b>
<b>GRAND TOTAL</b> ...	<b>24,538</b>	<b>8,355</b>	<b>6,209 11 4</b>	<b>103,999</b>	<b>30,112</b>	<b>28,657 12 9</b>	<b>17,970</b>	<b>11,558</b>	<b>7,991 7 0</b>	<b>104,722</b>	<b>48,960</b>	<b>41,858 0 8</b>

## TOTAL NAVIGATION RECEIPTS.

	EARNINGS, 1884-85.		EARNINGS, 1883-84.		REMARKS.
	During the month.	To end of the month.	During the corresponding month.	To end of the corresponding month.	
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Orissa Canals ...	4,802 13 9	31,762 14 2	7,524 11 3	43,082 11 9	
Madnapore Canal ...	13,197 2 0	64,940 6 0	12,530 11 10	60,688 8 11	
Hedgepore Tidal Canal ...	3,304 1 6	26,087 15 3	6,313 0 6	37,823 14 3	
Sone Canals ...	6,205 4 0	28,755 0 0	10,880 10 6	47,954 6 3	
<b>GRAND TOTAL</b> ...	<b>25,508 5 3</b>	<b>1,51,778 2 6</b>	<b>36,231 11 3</b>	<b>1,09,540 0 3</b>	

CALCUTTA,  
The 2nd December 1884.

C. W. ODLING,  
Under-Secy. to the Government of Bengal.

## PUBLIC WORKS DEPARTMENT, BENGAL.

## IRRIGATION BRANCH.

## IRRIGATION OPERATIONS FOR THE OFFICIAL YEAR 1884-85.

Areas leased for Irrigation up to the end of September 1884.

Circles.	Division.	Canal.	Inst. full discharge.	Average discharge in month.	Discharge utilized.	Approx. area of land irrigated during the year up to the end of the month.	DETAILS OF AREAS LEASED.										REMARKS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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								Five years, Khurrol.	Rubber cane.	Sugar-cane.	Shaded.	Hot weather.		Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

**Statement of Fluctuation of Goods Traffic on the Northern Bengal State Railway,  
for the month of October 1884.**

*Abstract of the principal commodities carried over the Line during the month of October 1884,  
as compared with the same month of the previous year.*

STATIONS.	1883.		1884.		Total in 1883.	Total in 1884.	Increase.	Decrease.
	Up.	Down.	Up.	Down.				
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Alc	23'73	45'40	23'73	45'40	23'73	45'40	21'67	...
Food-grain	1,029'43	700'81	740'82	914'98	1,730'24	1,615'81	114'43	68'43
Ginger	...	8'26	...	35'34	8'26	35'34	27'08	...
Gunny-bags	11'82	420'89	13'33	771'08	432'71	783'41	351'70	...
Jute	4'31	7,307'71	33'11	0,430'03	7,212'52	9,452'77	2,240'25	...
Miscellaneous	1,898'40	288'23	1,327'13	347'79	1,540'73	1,674'92	134'19	...
Piece-goods	612'83	42	608'66	1'84	433'43	607'50	171'93	35'86
Railway material	1,281'06	129'16	3,647'49	160'80	1,411'00	3,801'48	2,390'48	...
Salt	1,676'19	2'83	944'07	...	1,570'02	944'07	632'17	9'43
Sugar	27'50	37	107'00	18	27'47	107'78	79'91	...
Seeds	30'50	12'50	60'38	70'22	61'86	146'48	84'62	...
Tea	436'70	...	824'32	436'70	436'70	878'32	441'62	...
Tobacco	73	885'71	11'70	934'20	885'47	945'90	60'43	...
<b>Total</b>	<b>6,133'83</b>	<b>10,080'58</b>	<b>7,309'41</b>	<b>13,568'93</b>	<b>16,215'41</b>	<b>20,980'30</b>	<b>4,764'89</b>	<b>...</b>

**GENERAL REMARKS AND EXPLANATIONS.**

The month's working record shows an increase under almost every head of traffic, and a total increase of 4,764'89 tons as compared with last October. That is to say, the traffic of the month under review is better by 29'34 per cent. Jute, gunny-bags, railway material and tea have principally contributed to this result. The only noteworthy decrease is in salt.

The market for loose jute is not as active as it might be. Prices advanced in the beginning of the month, but declined latterly. Buyers are complaining of the quality of the jute, and unless it improves prices will decline. In this event an increased vitality may be expected in the hand-made gunny traffic.

**INCREASES.**

**Alc** ... Tons 21'67  
Both public and Commissariat consignments have contributed to this increase.  
**Ginger** ... Tons 27'08  
The present despatches are made up of dried ginger of this season's curing, for which there is always a demand more or less.  
**Gunny-bags** ... Tons 351'70  
Though the Calcutta market is dull and prices are weak, consignments are being sent down to be on the spot for a rise.  
**Jute** ... Tons 2,240'25  
In the early part of the month prices were firm and imports into Calcutta were heavy. Latterly, however, the market declined, and there has been a disinclination among our constituents to do an extensive business.  
**Miscellaneous** ... Tons 134'19  
Hides and timber have given this increase.  
**Railway material** ... Tons 2,390'48  
This increase includes 1,060 tons of coal for the Assam-Bihar Railway.  
**Sugar** ... Tons 79'91  
The price of this article has declined, and hence there is more local enquiry.  
**Seeds** ... Tons 84'62  
This increase is principally due to increased prices and demand for linseed.  
**Tea** ... Tons 441'62  
There was a very brisk demand at good prices for all descriptions of tea during the month, and breaks must have been kept back in anticipation of this turn.  
**Tobacco** ... Tons 60'43  
This increase is due to a demand from the Jessore district. The Rangoon market continues dull.

**DECREASES.**

**Food-grain** ... Tons 68'43  
There is no business doing in the Calcutta market. In the districts contiguous to the Railway all the rice available is required for local consumption.  
**Piece-goods** ... Tons 35'86  
The Doorga Puja and other native holidays have somewhat interfered with this traffic.  
**Salt** ... Tons 9'43  
At the end of October 19,475 tons of salt had passed over the line as against 18,200 tons for the same period last year. This decrease is temporary. The setting in of the cold season is usually accompanied with an increase in this staple.

G. S. LEONARD, Traffic Superintendent

TRAFFIC SUPERINTENDENT'S OFFICE, Saidpur, the 21st November 1884.

## TIRHOOT STATE RAILWAY.

Statement showing Increases and Decreases in Maudsage of Principal Staples carried over the Line during the month of October 1884, as compared with the corresponding period of 1883.

STAPLES.	1884.		1883.		Total.		Increase.	Decrease.
	Up.	Down.	Up.	Down.	1884.	1883.		
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Bamboo and bricks	3,303	480	2,457	9	3,785	2,466	1,319	
Coal and coke	243	20			208		358	
Cotton	31,933	80	15,723	40	26,013	15,763	10,250	
Piece-goods		7		19	7	19		12
Indigo	886	301	1,007	265	1,687	2,274		587
Gunny-bags	95	37			133		133	
Fruits	30,587	43,378	6,043	10,845	75,905	16,687	59,218	
Food-grains	1	5,607	96	6,607	6,600	0,703	5,897	
Hides and horns	340				340		340	
Lac	5,824		2,143		3,681	3,145	536	
Lime and kunkur	659	10			649		649	
Liquors								
Metal—								
I.—Iron	4,950	1,637	3,101	1,317	6,057	4,318	1,739	
II.—Brass, bell-metal, copperware, &c.	624	233			840		840	
Mowah	1,680	143			1,623		1,623	
Oil	711	11			722		722	
Oilcake		837			837		837	
Paints and colours	80				80		80	
Ghee	183	1,583	230	351	2,821	1,351	1,470	
Railway materials	31,703	21,034	22,806		54,509	21,806	32,703	
Salt	26,291	3,334	22,957	4,894	27,851	27,857	6	
Saltpetre		16,821		37,298	16,821	27,298		10,477
Seeds	588	44,749	1,693	73,240	45,837	80,938		35,101
Spices	1,715	28			1,743		1,743	
Sugar and jaggree	410	1,376			1,786		1,786	
Tobacco	1,810	2,451	143	10,167	3,804	10,303		6,499
Timber	1,505	20,427			21,932		21,932	
Firewood	210	50			260		260	
All other goods	7,734	5,803	19,231	19,893	13,665	37,924		24,259
Total	1,39,941	1,76,853	67,397	1,41,126	8,16,493	2,58,401	1,38,892	75,338
Net increase					58,092		58,092	

C. E. C. MONTRESOR,

for Manager.

A. POPE,

Traffic Superintendent.

## GENERAL REMARKS AND EXPLANATIONS.

The total quantity of goods carried during the month of October 1884 aggregated maunds 8,16,493, as compared with maunds 2,58,401 carried during the corresponding period of 1883, and maunds 3,04,794 carried during the previous month, show increases of maunds 58,092 and 11,699 respectively.

Of the several increases and decreases the following are the most prominent ones and worthy of separate explanation:—

## INCREASES.

	Mds.
Coal and coke	1,319
Due to couple of Coal Depôts having opened lately.	
Piece-goods	6,245
Due to demand for ensuing cold weather.	
Food-grains	57,278
Due to part failure of crops this year.	
Lime and kunkur	1,679
This was to some extent steadily required by the Local Municipality.	
Iron	2,269
Traffic in this staple seems prosperous, the people having appreciated its use.	
Mowah	1,623
Due to the rapid consumption of liquors amongst lower class of men, and the outstall system.	
Ghee	1,470
For this traffic there was a favourable market in Calcutta during the month, owing to the several Hindu festivals.	
Railway materials	31,593
These were imported for the Kool extension under construction.	
Spices	1,741
Due to local demands.	
Sugar and jaggree	1,786
Opening out to Bettiah has developed this traffic.	
Timber	21,932
The major portion of this staple consists of the timbers and sleepers despatched by Messrs. H. Dear & Co.	

## DECREASES.

	Mds.
Saltpetre	8,447
The market was dull during the month.	
Seeds	35,625
There being no demand for this traffic in foreign markets.	
Tobacco	6,499
The abandonment of the Bazidpore Line and the opening out of Mokameh Ghat section has enhanced the freight for this staple, and therefore it has taken to boats.	
Firewood	24,325
Due to increased importation of coal.	

C. E. C. MONTRESOR,

for Manager.

A. POPE,

Traffic Superintendent.

## Weekly Return of Traffic Receipts on Indian Railways.

## EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 22nd November 1884 on 1,509½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	107,510	Rs. 4,62,870 6 0	Mds. 21,55,413 30	Rs. 6,04,804 15 0	Rs. 15,230 8 0	Rs. 8,82,420 13 0	65,854½	97,925	1,63,779½
Or per mile of railway ...	71 2	173 15 2	14 2	400 8 7	10 1 6	584 0 8	436 2	645 1	1,081 3
For previous 20 weeks of half-year ...	3,989,221	Rs. 45,90,630 10 0	Mds. 2,71,93,916 10	Rs. 87,65,407 8 0	Rs. 2,03,183 15 4	Rs. 1,36,55,907 2 4	1,232,741	1,694,012½	2,926,753½
Total for 21 weeks ...	4,186,731	Rs. 48,59,227 0 0	Mds. 2,83,49,333 0	Rs. 93,70,072 8 0	Rs. 2,08,424 7 4	Rs. 1,45,37,727 15 4	1,249,596½	1,702,537½	3,061,134
COMPARISON.									
Total for corresponding week of previous year ...	200,055	Rs. 2,97,686 1 6	Mds. 15,80,873 20	Rs. 9,61,735 15 0	Rs. 16,883 0 8	Rs. 9,78,394 10 2	62,891	116,057	178,948
Per mile of railway corresponding week of previous year ...	132 4	198 4 4	10 4	638 8 8	11 3 3	636 16 10	436 2	765 1	1,201 3
Total to corresponding date of previous year ...	4,144,083½	Rs. 47,02,411 4 0	Mds. 4,97,23,618 0	Rs. 1,20,54,339 0 7	Rs. 2,06,151 5 2	Rs. 1,80,52,001 30 6	1,845,035	2,645,816	3,571,250

Approximate Statement of gross receipts of the East Indian Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 24TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 22ND NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 24TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 22ND NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
1,509	Rs. 9,78,305	Rs. 647	1,509½	Rs. 8,82,420	Rs. 585	1,509	Rs. 3,21,07,501	Rs. 21,317	1,509½	Rs. 2,61,65,200	Rs. 17,334	Rs. 60,42,305	

## EASTERN BENGAL STATE RAILWAY.

Approximate Return of Traffic for week ended 15th November 1884, on 350 miles open, including Calcutta and South-Eastern and Bengal Central Railway mileage.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated), including steam-boat.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
A.—Total traffic for the week ...	77,542*	Rs. 33,733 0 0	Mds. 3,50,489 0	Rs. 77,503 0 0	Rs. 8,924 0 0	Rs. 1,10,985 0 0	13,817	16,700	30,517
Or per mile of railway ...	221 5	96 0 0	970 0	221 5 0	25 2 0	316 8 0	39 2	47 6	86 8
For previous 19 weeks of half-year ...	1,400,201	Rs. 6,30,148 0 0	Mds. 62,23,697 0	Rs. 14,23,049 0 0	Rs. 1,50,430 0 0	Rs. 22,70,683 0 0	239,213	214,478	453,691
Total for 20 weeks ...	1,477,833	Rs. 6,69,386 0 0	Mds. 65,74,186 0	Rs. 15,00,552 0 0	Rs. 1,63,410 0 0	Rs. 23,90,043 0 0	252,530	225,278	477,808
COMPARISON.									
B.—Total for corresponding week of previous year ...	88,457	Rs. 30,805 0 0	Mds. 2,99,330 0	Rs. 59,733 0 0	Rs. 8,092 0 0	Rs. 1,08,003 0 0	9,027	2,870	11,897
Per mile of railway corresponding period of previous year ...	252 4	88 0 0	858 0	167 0 0	23 1 0	310 0 0	39 2	73 0	112 2
Total to corresponding date of previous year ...	1,512,543	Rs. 7,00,508 0 0	Mds. 68,64,410 0	Rs. 15,01,205 0 0	Rs. 2,03,454 0 0	Rs. 21,07,253 0 0	193,803	102,347	296,150

A.—Includes receipts of Calcutta and South-Eastern Railway, and 50 per cent. of receipts of Bengal Central Railway, viz., Rs. 4,303 and Rs. 4,015 respectively apportioned over the several heads of traffic.

B.—Includes share of Bengal Central Railway receipts due to Eastern Bengal Railway for working, viz., Rs. 1,400, and Calcutta and South-Eastern receipts Rs. 5,702.

\* Decrease in coaching is due to the bathing festival and Kumbh Mela having taken place in the corresponding week of previous year. No bathing festival occurs this year, and the Kumbh Mela took place in week ending the 8th instant.

## FINANCIAL YEAR.

Approximate Statement of gross receipts of the Bengal Central Railway.

RECEIPTS FOR WEEK ENDING 17TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 15TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 17TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 15TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
250	Rs. 1,08,606	Rs. 433	250	Rs. 1,10,000	Rs. 440	241	Rs. 32,88,339	Rs. 13,533	250	Rs. 31,34,686	Rs. 12,538	Rs. 1,00,245	

Increase in mileage.

	Miles.
Eastern Bengal State Railway	8
Bengal Central Railway	21
Total	29

## BENGAL CENTRAL RAILWAY.

Approximate Return of Traffic for week ended 15th November 1884 on 126 Miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	18,057	7,916 0 0	12,983 0	1,098 0 0	08 0 0	8,000 0 0	3,147	1,342	4,889
Or per mile of railway ...	127	50 0 0	103 0	8 0 0	.....	54 0 0	.....	.....	.....
For previous 20 weeks of half-year	356,003	1,35,093 0 0	1,96,427 0	18,100 0 0	949 0 0	1,84,051 0 0	57,729	23,503	81,232
Total for 20 weeks	352,900	1,42,100 0 0	2,69,410 0	19,109 0 0	833 0 0	1,82,131 0 0	56,876	21,745	80,621
COMPARISON.									
Total for corresponding week of previous year	19,694	2,392 0 0	14,708 0	433 0 0	17 0 0	2,501 0 0	987	201	1,588
Per mile of railway corresponding period of previous year	156	65 0 0	120 0	14 0 0	.....	80 0 0	.....	.....	.....
Total to corresponding date of previous year	194,778	21,740 0 0	2,80,209 0	7,449 0 0	401 0 0	42,640 0 0	13,083	6,109	24,192

## FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Bengal Central Railway.

RECEIPTS FOR WEEK ENDING 17TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 15TH NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 17TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 15TH NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
35	2,601	54	126	8,000	64	35	71,380	2,030	125	2,09,709	2,390	2,27,329	.....

## PATNA AND GYA STATE RAILWAY.

Approximate Return of Traffic for week ended 22nd November 1884 on 57½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week ...	10,781	5,656 8 0	28,819 30	2,935 8 0	72 7 0	5,064 4 0	1,798	603	2,399
Or per mile of railway ...	179	98 16 3	679 0	51 10 8	1 4 2	161 13 2	.....	.....	.....
For previous 20 weeks of half-year	271,006	1,65,310 0 0	3,46,161 20	61,387 0 0	1,889 9 0	2,28,586 2 0	54,529	10,832	65,361
Total for 20 weeks	266,017	1,70,907 1 0	3,34,971 10	64,342 0 0	1,941 0 0	2,27,380 0 0	53,314	20,470	60,784
COMPARISON.									
Total for corresponding week of previous year	10,203	5,239 10 3	44,243 0	2,785 4 0	28 14 0	5,034 12 2	1,757	657	2,414
Per mile of railway corresponding week of previous year	174	57 9 5	773 20	45 8 9	0 8 1	160 7 0	.....	.....	.....
Total to corresponding date of previous year	238,747	1,25,927 9 1	7,18,048 20	49,339 1 0	1,444 5 0	1,77,008 2 1	38,540	14,301	62,841

\* Added number of passengers 10, 14-4 to coaching, and Mds. 4,575-20, Rs. 146-1 to merchandise, and Rs. 410-1 to other earnings, on account of Supplements Returns to quarter ended 30th September 1884.

Approximate Statement of gross receipts of the Patna and Gya State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 19TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 22ND NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 21ST NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 22ND NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
57½	3,053	140	271	8,081	137	57½	5,00,727	5,188	57½	3,90,797	6,132	54,030	.....

## SINDIA STATE RAILWAY.

Approximate Return of Traffic for week ended 22nd November 1884 on 74½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	6,304	Rs. 4,753 15 0	Mds. 33,024 20	Rs. 3,316 15 0	Rs. 100 0 0	Rs. 3,416 15 0	733½	1,367½	2,101
Or per mile of railway	84	63 12 0	442 4 0	44 8 0	1 5 0	45 8 0	9 7 10	18 4 10	27 11 10
For previous 20 weeks of half-year	58,404	69,290 11 0	9,47,709 30	64,966 7 3	1,935 9 3	1,15,936 11 6	12,718	18,668½	31,386½
Total for 21 weeks	64,708	74,043 10 0	10,30,734 0	68,012 0 3	2,035 9 3	1,26,109 9 6	13,451½	19,781½	33,233
COMPARISON.									
Total for corresponding week of previous year	6,506½	Rs. 5,779 11 8	Mds. 63,436 20	Rs. 3,933 15 0	Rs. 183 0 0	Rs. 7,936 10 8	580	868	1,448
Per mile of railway corresponding week of previous year	87	50 11 9	854 4 0	53 12 11	2 0 10	55 11 9	7 7 10	11 4 10	15 11 10
Total to corresponding date of previous year	68,757½*	74,503 4 0*	6,00,778 10*	67,978 9 0*	2,569 12 0*	1,23,061 9 0	13,340	18,162	31,502

\* Added number of passengers 57½ and Rs. 61-12-8 to coaching, and Rs. 125-4-0 to other earnings, and deducted Mds. 20,861 and Rs. 315 from merchandise, on account of Supplemental Returns to quarter ended 30th September 1883.

Approximate Statement of gross receipts of the Sindia State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 24TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 22ND NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 24TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 22ND NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
74½	Rs. 7,867	Rs. 100	74½	Rs. 8,170	Rs. 110	74½	Rs. 2,09,073	Rs. 2,814	74½	Rs. 2,22,438	Rs. 2,986*	Rs. 13,765	Rs. ....

## GHAZIPUR-DILDARNAGAR STATE RAILWAY.

Approximate Return of Traffic for week ended 22nd November 1884, on 12 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	2,363	Rs. 437 8 0	Mds. 15,071 30	Rs. 369 8 0	Rs. 23 5 0	Rs. 390 3 0	216½	110½	326
Or per mile of railway	196	36 10 0	1,255 10 0	30 12 0	1 15 1	33 8 10	18 0 10	9 10 10	27 11 10
For previous 20 weeks of half-year	40,531	7,006 3 0	1,80,000 10	5,930 13 0	542 0 0	12,136 3 0	4,620½	3,407½	8,028
Total for 21 weeks	42,894	8,120 11 0	1,95,071 30	6,299 13 0	565 5 0	12,976 8 0	4,836	3,672	8,508
COMPARISON.									
Total for corresponding week of previous year	2,216½	Rs. 400 9 10	Mds. 16,331 30	Rs. 313 2 0	Rs. 37 10 0	Rs. 751 10 10	200	120	320
Per mile of railway corresponding week of previous year	184	33 0 8	1,360 10 0	26 1 0	3 2 7	62 10 3	16 0 10	10 0 10	26 11 10
Total to corresponding date of previous year	44,330*	7,759 11 0*	2,01,331 30*	5,333 12 0*	587 18 0*	12,661 8 0	4,378	2,408	6,786

\* Added annas 7 to coaching and Rs. 2 to other earnings, and deducted maunds 15-10 and annas 1 from merchandise, on account of supplemental returns to quarter ended 30th September 1883.

Approximate Statement of gross receipts of the Ghazipur-Dildarnagar State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 24TH NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 22ND NOVEMBER 1884.			TOTAL RECEIPTS FROM 1ST APRIL 1883 TO 24TH NOVEMBER 1883.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 22ND NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
12	Rs. 759	Rs. 63	12	Rs. 829	Rs. 68	12	Rs. 32,164	Rs. 2,680	12	Rs. 30,910	Rs. 2,576	Rs. 1,744	Rs. ....



## BENGAL PROVINCIAL RAILWAYS.

## Weekly Statement of Traffic Receipts.

Latest return received.	Name of Railway.	Length open.	RECEIPTS FOR WEEK ENDING		TOTAL RECEIPTS FROM 1st JANUARY		Total increase in 1884.	Total decrease in 1884.	Percentage of increase or decrease.
			6th October 1884.	4th October 1884.	To 6th October 1884.	To 4th October 1884.			
1884.		Miles.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
4th October	Northern Bengal	240	31,083 0 0	30,897 0 0	17,12,388 0 0	18,10,488 0 0	.....	2,01,780 0 0	-12
4th do.	Tirhoot	230	18,828 0 0	19,840 0 0	8,51,524 0 0	8,01,221 0 0	2,51,700 0 0	.....	+20
16th do.	Naihati	37½	1,683 0 0	828 0 0	63,278 4 0	80,639 0 0	.....	4,030 0 0	-7
	Total	508½	28,041 0 0	57,476 0 0	24,29,080 0 0	24,74,401 0 0	43,111 0 0	.....	+2

\* The Hajipur section, 33 miles in length, opened for goods traffic only from 1st October 1884.

## DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs. A. P.
Earnings for week ending 15th November 1884	9,442 0 0
Corresponding week last year	8,314 11 6
Increase	1,127 4 6
Receipts from 1st July to 15th November 1884	1,74,130 15 11
.. from 1st July to 17th November 1883	1,67,691 7 1
Increase	6,239 8 10
Miles open week ending 15th November 1884	50
Corresponding week last year	50
Receipts per mile open week ending 15th November 1884	188 13 5
Corresponding week last year	166 4 9
Increase	22 8 8

DARJEELING, 4th November 1884.

W. STEVENSON, Secretary.



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, DECEMBER 10, 1884.

## OFFICIAL PAPERS.

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### Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, 6th December 1884.

#### Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *Presiding*.  
 The HON. H. J. REYNOLDS.  
 The HON. A. PHILLIPS, *Acting Advocate-General*.  
 The HON. C. P. L. MACAULAY.  
 The HON. A. P. MACDONNELL.  
 Colonel the HON. S. T. TREVOR, R.E.  
 The HON. C. B. GARRETT.  
 The HON. MOULVIE ABDUL JUBBAR.  
 The HON. CHUNDER MADHUR GHOSE.  
 The HON. A. B. MILLER.  
 The HON. KUMAR BOYKANTONATH DE.  
 The HON. RAI JOY PROKASH LAIL BAHADOOR.  
 The HON. G. IRVING.

#### STATEMENT OF BUSINESS BEFORE THE COUNCIL.

HIS HONOR THE PRESIDENT SAID—Gentlemen, there is no particular business before the Council to-day, but only a formal notice to add one or two Members to the Select Committee on one of the Bills now before the Council on account of changes which have taken place in the constitution of the Council since we

last met. But, as is usual in the case of the first meeting of this Council, I take the opportunity of bringing before you those measures which in all probability we shall have to consider during this session. The first of these is with reference to a Bill already before the Council, referring to Local Self-Government. As the Council are aware, there are two measures connected with this subject, one of which has already become law, namely, that referring to the system of municipal administration in our towns, and I may take this opportunity of saying that, so far as reports have already reached us regarding the operation of the elective system in more than a hundred Municipalities in the country, we have the satisfaction of being able to say that they have been conducted with very general success. Not only has there been an absence of anything like disorder or disturbance, but we find that in almost every place great and animated eagerness has been shown for the privilege of securing a seat on the Municipal Board; that the number of cases in which there have been contested elections has been numerous; that the elections have been carried out with general satisfaction to the people; and that, where dissatisfaction has been expressed, it has been rather in a feeling of disappointment of those who have not been able to find a place on the Municipal Committees. All this I think speaks satisfactorily for the inauguration of the new system of Municipal Administration in these Provinces.

The Bill which has still to be passed, if it does pass into law, is that with reference to the extension of Local Self-Government in our districts, a system for the establishment of Local Boards and Local Unions. That Bill has been already referred to a Select Committee, and, as many Members of the Council know, we have received a preliminary report upon it from the Select Committee at the close of our last session. The report then submitted, together with the revised Bill, has during the recess been circulated to all Commissioners and other local authorities for an expression of their opinion. Those reports I understand have now all been received, and they will be submitted to the Council and to the Select Committee (to be enlarged now under the next motion to be submitted) for consideration in connection with the Local Self-Government Bill, and I may express the hope that by the end of January next the Select Committee will be able to submit a final report, and that, before the session comes to an end, we shall be able to put on the Statute Book an Act for establishing the system of Local Self-Government throughout Bengal.

Then there is a small measure in connection with which a Bill will be introduced to consolidate the existing enactments in regard to Ferries. This Bill is necessitated by changes in the practice which now obtains in the administration of ferries, and particularly with reference to the Local Self-Government schemes, in which the intention is to transfer the management of ferries generally to the control and supervision of Municipalities and Local Boards and other such institutions. This Bill, like the Local Self-Government Bill, will be in the charge of my hon. friend Mr. Macaulay.

Next the necessity for legislation comes before us in connection with the circumstances involved in the construction of large new docks at Kidderpore, which necessitate an amendment of the Calcutta Port Improvement Act. This question has also been under the consideration of Government during the last few months, and on a reference to my learned friend the Advocate-General, I mean Mr. Paul, who is now absent, it was submitted by him, as his opinion, that the provisions of the existing law do not include the construction of such works as the proposed docks at Kidderpore; and again, that the provisions governing the borrowing powers of the Port Commissioners, and the security afforded to the present debenture-holders, also require alteration, as at present there are two Acts relating to the Commissioners for the Improvement of the Port of Calcutta, namely, Bengal Acts V of 1870 and IV of 1880, which at present need amendment. It will probably be found convenient to consolidate these Acts into one comprehensive measure, and to take powers to enable the Port Commissioners to carry out these large works of very great importance to the Port of Calcutta, to which I have already referred, I have asked my hon. friend Mr. Reynolds, who is Chairman of the Port Commissioners, to take charge of this Bill, and we can have the assurance that from his accurate knowledge of all the details of the subject, we shall have most valuable assistance in carrying the Bill to a successful issue.

There are two important measures to be presented to the Council which are connected with the Revenue Department of the Government—one is a Bill for the registration of tenures in land; and the second is a Bill for the reorganization of the ancient system of village accountants, who are known to us under the name of the *putwaries* and *canoongoes* of the old Regulations. Hon. Members are probably aware that we have in the law of 1876, passed by this Council, an Act which regulates and governs the registration of proprietary estates and proprietary interests in land, but we have nothing which deals with anything below that. On all sides there is a general consensus of opinion that the time has now come when we may proceed to legislate further for the registration of tenures, and the regulation of all subsidiary titles below that of the zemindar and above that of the ryot. I may mention in saying that there is a general unanimity of opinion on the subject; that my learned friend Sir Richard Garth, the Chief Justice of Bengal, with whom I am sorry to find that I differ on many points in connection with the Tenancy Bill now before the Legislative Council of the Government of India, has on this point expressed a very decided and confirmed opinion as to the necessity of such legislation; and with your permission, I will just read a few words which are taken from a note of his, which has already been published, bearing upon this point. He expresses his cordial concurrence with the recommendations which I had the honour to make to the Government of India upon this subject, and his pleasure in finding that it is intended that a registration law should be passed in aid of, or in connection with, the Tenancy Bill. Though I need not read all he has written on the subject, I would ask attention to the following prominent paragraph of his note:—

“Let the proprietors and tenure-holders of every estate be duly registered either in the zemindar's sherakia or in any Government office; let no one but the registered landlords (and I suppose he would also say tenure-holders) be entitled to recover rent from the tenants or ryots; let the tenants or ryots on the other hand be bound to pay their rents to the registered landlords, and to no one else; and let the receipts of those landlords be a good discharge for the rent. A law of this kind, well devised and enforced, would, I am satisfied, be the greatest possible blessing to the agricultural community; it would relieve landlords from most of the difficulties under which they now labour in collecting their rents, and it would relieve tenants, and especially ryots, from the hardship which they continually undergo of having to pay their rents twice over.”

It has been computed that there are about a million tenure-holders throughout Bengal. We desire therefore such a law not only in the interests of the general administration, but in the interests of those who have rights in the land. One point which I shall briefly allude to is that, if we can secure such a Bill as will provide for the correct registration of tenures throughout the country, it will also help us very much in that direction in which zemindars everywhere are very keenly interested, namely, the easier recovery of their rents and dues. Until tenures are registered, we cannot give them that assistance; but once we have a proper record of tenures throughout Bengal, there will be no difficulty, but the greatest facility in providing means which will promote the prompt realization of rents. I commend therefore this Bill to you in the assurance that it will receive your careful consideration, and that, if the Tenancy Bill which is now under the consideration of the Government of India, is passed on the lines on which it is thought it may be passed, this Bill will be a very useful complement to the legislation which will be passed in the other Council.

The other measure to which I have alluded in connection with our revenue administration is required, as I have said, for the reorganization of the system of *putwaries* and *canoongoes*. All I need say now in reference to that measure is that it is a necessary supplement and a corollary to the Tenancy Bill. We contemplate here to take the first steps towards a proper cadastral survey of all estates and holdings in Behar, and a proper record of rights wherever such survey is made. Everyone is aware, and will admit, that with the completion of a work of such magnitude as a cadastral survey of any part of Bengal, and the completion of a record of rights, we also want an agency competent and trustworthy for the adequate maintenance of that record. If you carry out such a survey, and if you establish a record of rights and have no such agency, in the course of two or three years the whole advantage of a measure which will involve large expenditure and a great deal of trouble will be lost to the country, and our desire is to secure by legislative enactment the

establishment of a proper agency, which shall provide chiefly for the maintenance of that record which it is the intention of the Tenancy Bill to carry out; and although it may be a work which may last for many years, I am satisfied that, until we secure the results of that work, we shall have no settlement of the disputes and litigation which are now so common. In support of the view I advocate, I may be allowed to quote an expression of opinion from one who rightly enjoys the position of a very high authority in such matters—I mean Sir Louis Mallet—who, in writing on the subject of revenue administration in India, makes these forcible remarks. He says—"If there is anything that is wanted in India in any investigation of Indian problems, it is an approach to trustworthy and generally accepted facts. There is hardly a subject upon which the authorities do not absolutely disagree as to the fundamental facts." And he goes on at greater length to argue against the repugnance constantly felt in India to the adoption of any adequate measures for the collection of a comprehensive and well digested set of facts as to the recognition of general principles. That which we now want for Bengal I may say prevails throughout every other Province in India. Even Burma, our latest acquisition, has partly got, and is still extending, a correct survey and record of rights, and a well organised establishment to maintain that record. In Bengal it is a reproach to the Government, rather than to any one else, that though it is more than ninety years since the Permanent Settlement, we have done absolutely nothing to secure anything like an authoritative, statistical record of detailed revenue administration; and in my opinion, even at this late hour, it is urgently necessary to begin the work. I may in conclusion, with reference to this particular object, say that in the course of the next few weeks we shall have established a department of Agriculture in Bengal. It will be one of the duties of that department, and of the able gentleman whom we are going to place at the head of it, to organize executively the arrangements which we may be able to carry out by the kind of legislation I have referred to; and though it will be a matter of slow growth, still I have no doubt in my own mind that its good results will soon be apparent, and that we shall all—zemindars, tenure-holders and ryots included—recognize the great importance of a law which shall place this difficult subject on a sure and satisfactory footing.

There are one or two minor Bills to which I need not make any special reference. It is possible that before the end of the session I may call attention to the necessity for legislation in connection with the improvement of the chowkidaree system in Bengal. That also is a subject which has been under the investigation of a very competent Committee, and their recommendations are still under the inquiries of our local officers. If their replies should come before us before the end of the session, I may have to submit proposals for the improvement of our village constabulary and rural police, to be formulated in a new law amending the present Act of 1870.

In thus placing before you the brief outlines of the Bills which will engage our attention during the next few months, I am sure I shall receive from Hon. Members the assistance which the Government has always received in this Council of a careful and independent consideration of its recommendations, and I hope when the session closes, I shall be able to congratulate you in having placed on the Statute Book several useful and beneficent measures.

I may mention that the Bill for the registration of tenures will be in charge of my hon. friend Mr. Reynolds, and the Bill for the organization of the *putwari* system will be in charge of my hon. friend Mr. MacDonnell.

The Hon. Mr. MACAULAY moved that the Hon. the Acting Advocate-General, the Hon. Mr. Garrett, and the Hon. Moulvie Abdul Jubbar, be added to the Select Committee on the Bill to extend the system of Local Self-Government in Bengal.

The motion was put and agreed to.

The Council was adjourned to Saturday the 13th instant.

REQUESTS BY THE LATE RAI RAJIB LOCHAN ROY BAHADUR.

GENERAL DEPARTMENT—EDUCATION.

*Calcutta, the 5th December 1884.*

RESOLUTION.

READ—

Letter from the Director of Public Instruction, No. 200T, dated the 14th October 1884, and its enclosures, regarding the two bequests of Rs. 15,000 each made to the Berhampore College and the Calcutta Sanskrit College by the late Rai Rajib Lochan Roy Bahadur.

Baboo Baikanthanath Sen and Gokul Nath Guha, executors of the will of the late Rai Rajib Lochan Roy Bahadur, propose the following terms on which the bequests of the deceased to the Berhampore College and the Calcutta Sanskrit College should be applied so as to carry out the wishes of the testator:—

BERHAMPORE COLLEGE.

- (a)—That the sum of Rs. 15,000 be applied to the creation of scholarships, and that the same sum be held in trust by the Government for that purpose.
- (b)—That five scholarships of Rs. 5 each be created out of the interest of the above mentioned sum of Rs. 15,000.
- (c)—That the scholarships be made tenable for two years by the first five successful candidates passing the Calcutta University Entrance examination from the Berhampore centre, on the condition that they continue their studies in the Berhampore College.
- (d)—That should any of the said five students not desire to prosecute their study in the Berhampore College, then the scholarships shall be awarded to so many of them as choose to do so, and to as many students standing next in order of merit at the said Entrance examination as will make up the number five.
- (e)—That the scholarships be awarded to the students in question, whether they obtain Government scholarships or not.
- (f)—That the scholarships be designated "Rajib Lochan Scholarships."

CALCUTTA SANSKRIT COLLEGE.

- 2. (a)—That the sum of Rs. 15,000 left as a legacy to the college by the aforesaid testator be applied to the creation of scholarships, and that the said sum be held in trust by the Government.
- (b)—That twelve scholarships be created out of the interest of the endowment, two of the value of Rs. 5 a month, and 10 of the value of Rs. 4 a month.
- (c)—That the said scholarships be made tenable for one year only.
- (d)—That the scholarships be awarded by the Director of Public Instruction, on the recommendation of the Principal of the College, to those students of the institution who show proficiency in sanskrit literature and grammar; and
- (e)—That the scholarships be called the "Moheswari Dassi Scholarships."

3. The executors propose that, in the event of the abolition of the Berhampore College, or the Sanskrit College, or both, the bequests be submitted to a court of competent jurisdiction to determine in what other manner they should be applied in order to carry out most nearly the intentions of the testator, and that the costs of the proceedings be borne by the Government.

4. The Lieutenant-Governor has much pleasure in accepting the munificent legacy of the late Rai Rajib Lochan Roy Bahadur, and approves all the proposals made by the executors for its administration. He desires that

his cordial thanks may be conveyed to Babus Baikanthanath Sen and Gokul Nath Guha for their exertions in the matter. The sum of Rs. 80,000 should be invested in Government securities which, under Rule I, Chapter II of the Civil Account Code, Volume I, should be endorsed to the Comptroller-General. The Accountant-General will be instructed to open two Trust Fund accounts, called respectively the "Rajib Lochan Scholarships" and "Moheshwari Dassi Scholarships," the Principals of the Berhampore and Sanskrit Colleges being the administrators of the funds.

By order of the Lieutenant-Governor of Bengal,

A. P. MACDONNELL,

*Secretary to the Government of Bengal.*



## Rainfall, Weather, and State and Prospects of the Crops.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of Bengal, as reported to Government during the week ending the 6th December 1884.

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date
<b>BENGAL.</b>			
<i>Western Districts.</i>			
<b>BURDWAN DIV.</b>	1 Burdwan, Dec. 6 '84	Nil	Weather—seasonable. The outturn of <i>amun</i> paddy will nowhere, except in the Ranee-gange and part of the Sudder sub-division, exceed a 6-anna crop, while in most places it will be much less. <i>Rubbees</i> crops promise well. Health good.
	2 Bankoora, " 6 "	Nil	Weather—clear and getting colder daily. Gathering of late paddy is briskly going on all over the district. Prospects of winter crops continue favourable. Isolated cases of fever are reported from the Hishenpore sub-division.
	3 Boorbhoom, " 6 "	Nil	Weather—cold and fine. <i>Amun</i> paddy being harvested. General outturn below the average and especially poor in parts of thanas Labpore, Dooobrajapore, and Bulpore. Sugarcane and other <i>rubbees</i> crops doing well. Food-grains cheaper. Cases of cholera are reported, otherwise general health satisfactory.
	4 Midnapore, " 6 "	Nil	Weather—seasonable. Prospects of winter crops fair. Paddy yielding a good outturn. Cholera prevails in thanas Bhagwanpur, Baghannathpur and Patimpur in the Contai sub-division.
	5 Hooghly, " 6 "	Nil	Weather—seasonable. Prospects of crops good. Prices falling. Fever prevails generally, and outbreaks of cholera are reported from several parts of the district.
	Howrah, " 8 "	Nil	Weather—fair. Prospects of crops good.
<i>Central Districts.</i>			
<b>PARAGUR DIV.</b>	6 24-Pergha, Nov. 8 '84	Nil	Weather—seasonable. Harvesting of <i>amun</i> paddy going on favourably; cold-weather crops are doing well. Public health generally good.
	7 Nudda, Dec. 6 "	Nil	Weather—seasonable. Prospects of crops good.
	8 Khoolna, " 6 "	Nil	Weather—cool. Harvesting of paddy is going on satisfactorily. Cholera has abated. Public health fair.
	9 Jessore, " 6 "	Nil	Weather—cold. Harvesting of <i>amun</i> paddy continues, and on the whole a fair outturn is expected. <i>Rubbees</i> crops are doing well. Fever and cholera have abated a little.
	10 Moorshedabad, " 6 "	Nil	Weather—seasonable. Cutting of <i>amun</i> paddy continues. <i>Rubbees</i> crops are promising, but in some places they are being damaged by insects. New rice coming into the market; prices easier. There is a little cholera about, but on the whole public health good.
<b>RAJSHAH DIV.</b>	11 Dinagopore, Dec. 5 '84	Nil	Weather—fine and seasonable. Harvesting of <i>amun</i> paddy and sugarcane continues and a fair outturn is expected. State of <i>rubbees</i> crops generally good. Price of rice ranges from 11 to 12 annas per rupee.
	12 Rajshahye, " 6 "	Nil	Weather—cool and seasonable. <i>Amun</i> paddy being reaped. Prospects of both <i>amun</i> and <i>rubbees</i> crops generally good. A few cases of cholera are reported from Nattore. Prices gradually falling.
	13 Rungpore, " 6 "	Nil	Weather—seasonable. <i>Amun</i> paddy being cut. Prospects of other winter crops continue good. Malarious fever still prevailing. Cholera reported from Galbanda.
	14 Bogra, " 6 "	Nil	Weather—heavy dew at night and mornings cold. Harvesting of <i>amun</i> paddy going on with a very poor outturn over a large part of the district. Cold-weather crops continue to be promising. There are still some cases of cholera and fever.
	15 Pubna, " 6 "	Nil	Weather—mornings and evenings cold. Prospects of cold-weather crops favourable. Fever is on the decline and cholera is not much heard of.
	16 Darjeeling, " 6 "	Nil	Weather—clear and frosty during latter portion of the week. Harvesting of paddy progressing favourably. Public health good.
	17 Julpigoree, " 6 "	Nil	Weather—cold and seasonable. Late paddy is being cut and in places a very fair crop is expected. In Alipore a good crop is also expected, but the crop is very bad in Falacotta. Other crops good. Public health fair.
<i>Eastern Districts.</i>			
<b>DACCA DIV.</b>	18 Dacca, Dec. 6 '84	Nil	Weather—cold. <i>Amun</i> and <i>rouchia</i> paddy being harvested. Cutting of sugarcane continues. Pulses and <i>boro</i> paddy being sown. Prospects of crops good. Several cases of cholera reported from parts of the district.
	19 Farroodpore, " 6 "	Nil	Weather—cold and clear. State of standing crops good. Fever prevails in some parts and cholera is still severe.
	20 Backergunge, " 4 "	Nil	Weather—seasonable. Prospects of <i>amun</i> paddy fair, but those of <i>rubbees</i> crops not good. Fever and cholera are still prevalent in some parts of the district.
	21 Mymensingh, " 5 "	Nil	Weather—seasonable. Prospects of crops very fair. Cholera still prevails in all the sub-divisions.

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
<b>BENGAL—continued</b>			
<i>Eastern Districts.</i>			
<b>CHITTAGONG DIV.</b>	22 Chittagong, Dec. 3 '84	Nil	Weather—bright and cool. Prospects of crops fair. Reaping of <i>amun</i> paddy continues. Prices of food-grains stationary. Public health good though cholera still continues.
	23 Noakholly, " 5 "	Nil	Weather—fair and cold. <i>Amun</i> paddy being harvested in some places. The <i>roal sail</i> is expected to be 16 <i>annas</i> . <i>Rubbee</i> crops still being sown. Price of paddy has fallen. Sporadic cases of cholera are reported from the interior.
	24 Tipperah, " 4 "	Nil	Weather—cool and fine. <i>Amun</i> crop excellent. Winter crops promising. Prices of food-grains falling. Rice is selling at Rs. 2-8 per maund.
	25 Chittagong Hill Tracts, " 2 "	Nil	Weather—seasonable; cold and foggy in the mornings. Gathering of cotton is nearly over. Mustard is being sown. Plough-paddy doing well.
	Hill Tipperah, " 3 "	Nil	Weather—seasonably cool. <i>Amun</i> paddy still being reaped, a good outturn is expected. Sowing of mustard completed. Prospects of sugarcane fair. Public health good.
<b>BEHAR.</b>			
<b>PATNA DIV.</b>	26 Patna, Dec. 6 '84	Nil	Weather—seasonable. <i>Rubbee</i> crops are growing well. Paddy is ripening; castor plants and cotton look well. Poppy crop is in a healthy and promising state. Public health good.
	27 Gya, " 6 "	Nil	Weather—cool and dry. <i>Rubbee</i> crops and poppy promise well, but rain would be welcome. A 10 <i>anna</i> outturn of the paddy crop is looked for in the Aurangabad subdivision.
	28 Shahabad, " 6 "	Nil	Weather—cool. Prospects of crops on the ground including poppy, fair. Harvesting of paddy in progress.
	29 Darbhanga, " 6 "	Nil	Weather—seasonable. Paddy being harvested. Prospects of <i>rubbee</i> crops continue good. Poppy doing well. Prices of food-grains stationary. Public health good.
	30 Mungerpore, " 6 "	Nil	Weather—fine with heavy dews. Harvesting of paddy in progress and root crops are being gathered in. Prospects of <i>rubbee</i> crops very good. Weather is favourable for poppy, which is thriving, but in the north and centre of the district some injury has been done by grass-hoppers.
	31 Saran, " 6 "	Nil	Weather—fair; gradually getting colder. Harvesting of paddy going on, prospects of <i>rubbee</i> crops excellent. In the Allynung sub-agency about four per cent of the poppy land has had to be resown. In the Chupra sub-agency some damage has been done by grass-hoppers, otherwise weather favourable and prospects excellent. Prices of food-grains falling. Public health good.
<b>BIHAR DIV.</b>	32 Champaran, " 6 "	Nil	Weather—seasonable. Prospects of crops continue favourable. <i>Aghani</i> paddy being reaped. Young poppy plants are looking strong and healthy. Public health good.
	33 Monghyr, Dec. 6 '84	Nil	Weather—seasonable. Prospects of <i>rubbee</i> crops continue good. <i>Aghani</i> paddy is being reaped. Sowings of poppy crop completed, and prospects continue favourable. Prices falling. Public health good.
	34 Bhagalpore, " 6 "	Nil	Weather—seasonable, cold and bright. Harvesting of <i>aghani</i> paddy has begun and prospects are fair. Prospects of <i>rubbee</i> crops good. Prices show a tendency to fall. New rice selling at 16 <i>seers</i> in the south, and 20 <i>seers</i> in the north. Public health good; some cases of cholera in Banka.
	35 Purneah, " 6 "	Nil	Weather—fine. Prospects of crops good in the Kishengunge sub-division, and generally good in the Arraerah sub-division, except thana Ranigunge. In the Sudder sub-division <i>rubbee</i> crops promise well, but the <i>aghani</i> harvest is generally poor.
	36 Madah, " 6 "	Nil	Weather—cold and fair. Harvesting of winter paddy has commenced. <i>Rubbee</i> crops are doing well. Prices of food-grains stationary. General health good.
	37 Sonthal Pergah, " 6 "	Nil	Weather—clear and cold. Cutting of paddy progressing. Prospects of <i>rubbee</i> crops still continue very good. Public health good.
<b>ORISSA.</b>			
<b>ORISSA DIV.</b>	38 Cuttack, Dec. 5 '84	Nil	Weather—cool and clear. Reaping of early <i>saras</i> in progress, late <i>saras</i> ripening with good prospects. <i>Rubbee</i> crops flowering. <i>Dalua</i> and wheat being sown. Common rice selling at from 18 to 20 <i>seers</i> per rupee in town and 24 <i>seers</i> on an average in the interior. Public health generally good, with the exception of sporadic cases of cholera in the interior.
	39 Pootna, " 4 "	Nil	Weather—seasonable. <i>Laghu saras</i> has nearly been harvested. Late <i>saras</i> ripening. <i>Dalua</i> being sown. Miscellaneous crops doing well. Common rice is selling at an average of 21 <i>seers</i> 9 <i>chittack</i> per rupee in the Sudder sub-division, and 25 <i>seers</i> 3 <i>chittacks</i> in the Khoorda sub-division. Cholera still reported.
	40 Balasore, " 5 "	Nil	Weather—cold and clear. Harvesting of paddy continues. Prospects of <i>rubbee</i> crops fair. Public health generally good.
<b>CHOTA NAGPORE.</b>			
<i>South-West Frontier Agency.</i>			
	41 Banaribagh, Dec. 6 '84	Nil	Weather—clear and cold. Harvesting of paddy continues. Prospects of <i>rubbee</i> crops generally good. Poppy doing well till now, but water-supply for irrigating the fields scanty. Prices of food-grains stationary. Some cases of small-pox are reported from the interior, otherwise general health good.
	42 Lohardugga, " 6 "	Nil	Weather—seasonable. Harvesting of paddy continues. Prospects of <i>rubbee</i> crops good. Prices of food-grains falling. Public health good.
	43 Singhbhum, " 6 "	Nil	Weather—clear and cold. Paddy being harvested with an outturn of 14 to 15 <i>annas</i> . Cold-weather crops doing well. General health good.
	44 Manbhum, " 6 "	Nil	Weather—pleasantly cold. Paddy being reaped. Prospects of <i>rubbee</i> crops good. New rice sold in the Purulia market at 22 <i>seers</i> per rupee. Public health good.

Published for general information.

CALCUTTA, STATISTICAL DEPT.,  
The 9th December 1884.COLMAN MACAULAY,  
Secy. to the Govt. of Bengal.

## STATEMENT SHOWING THE STOCKS OF RICE IN AND AROUND CALCUTTA.

Names of Ware.	Stocks in hand as compiled on—									
	1st week of Dec. 1883.	1st week of Jan. 1884.	1st week of Feb. 1884.	1st week of March 1884.	1st week of April 1884.	1st week of May 1884.	1st week of June 1884.	1st week of July 1884.	1st week of August 1884.	1st week of Sept. 1884.
Bahadurpore	Mds. 2,42,000	Mds. 2,11,000	Mds. 4,71,000	Mds. 10,13,000	Mds. 10,12,000	Mds. 9,23,000	Mds. 6,03,000	Mds. 8,03,000	Mds. 6,30,500	Mds. 5,01,000
Golconda	40,000	47,000	60,200	83,200	86,000	79,500	65,000	64,000	50,600	64,000
Chitpore, Golsara, Coomra, Gola, Haldola, and Gola.	7,74,000	6,92,500	6,97,700	8,85,700	7,76,000	7,38,300	7,34,100	8,03,400	7,70,000	8,03,400
Puthurpalle, Poala, and Jorabagan.	8,700	10,000	13,000	10,400	9,400	8,700	6,300	7,000	7,000	5,000
Tollymore, Chitpore, Kaddapore, and Moorharinge.	98,300	98,700	1,20,400	1,30,900	1,47,100	1,21,200	1,22,250	1,20,200	1,54,500	1,16,000
21 Minor Bazaar (estimated) ...	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000
Other retail shops, 3,125 in number (estimated).	1,50,400	2,40,000	2,40,000	4,40,000	2,60,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000
Baidyabati, Newbarnage, Bendraswar, and Chander-nagore.	9,475	8,700	10,112	7,712	84,087	12,360	10,105	19,883	92,007	24,043
Total	10,73,575	15,40,800	18,62,912	26,50,983	25,55,337	25,71,300	23,03,555	23,43,383	20,14,907	20,05,898
On Railway premises on both sides of the river.	203	1,040	2,340	5,110	1,640	1,905	320	880	2,002	170
By Post Com-missioners' re-turns.	(on 3rd Dec. 83.) 21,197	(on 5th Jan. 84.) 40,161	(on 4th Feb. 84.) 33,363	(on 3rd March 84.) 33,411	(on 3rd April 84.) 27,239	(on 3rd May 84.) 8,251	(on 4th June 84.) 8,719	(on 3rd July 84.) 13,253	(on 4th August 84.) 20,888	(on 4th Sept. 84.) 13,631
On boats loaded ...	(1st to 3rd Dec. 83.) 22,000	(1st to 4th Jan. 84.) 34,100	(1st to 4th Feb. 84.) 1,70,000	(1st to 4th March 84.) 1,00,000	(1st to 4th April 84.) 40,734	(1st to 4th May 84.) 20,071	(1st to 4th June 84.) 13,049	(1st to 4th July 84.) 21,058	(1st to 4th August 84.) 22,475	(1st to 4th Sept. 84.) 01,044
Grand Total of Stocks	11,32,450	16,84,357	20,97,865	27,90,517	26,21,179	24,05,849	23,31,131	23,92,076	21,43,945	20,97,523
Probable stock available for exportation by sea.	61 lakhs.	81 lakhs.	101 lakhs.	171 lakhs.	151 lakhs.	131 lakhs.	121 lakhs.	121 lakhs.	11 lakhs.	101 lakhs.

STATISTICAL DEPARTMENT,  
The 8th December 1884.COLMAN MACAULAY,  
Secretary to the Govt. of Bengal.

## PRICES-CURRENT of Food-grains, Firewood and Salt in the

Number.	DISTRICTS.	RETAIL SALE.—QUANTITIES PER RUPEE BY																							
		WHEAT.			BARLEY.			RICE, BEST SORT.			RICE, COMMON.			BULACH MILLER (DUMBOO, BAJRA).			GREAT MILLER— CHOLVA JOWAR.								
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.						
BENGAL.																									
Western Districts.																									
1	Bardwan	16 0	15 8	16 0	28 0	28 0	23 8	11 8	11 8	14 8	16 0	16 0	19 8	...	...	...	...	...	...	...	...	...	...	...	...
2	Bankura	15 0	15 8	16 0	16 0	17 0	14 0	14 12	14 8	13 0	16 12	16 0	17 8	...	...	...	...	...	...	...	...	...	...	...	...
3	Berhampur	16 8	16 8	15 0	...	...	...	14 0	12 8	13 8	16 0	16 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...
4	Midnapore	12 0	12 0	16 0	20 0	20 0	16 0	14 0	13 0	11 0	16 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...
5	Hoochly	16 0	16 0	13 8	...	...	...	9 0	8 0	9 0	13 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...
6	Howrah	16 0	15 0	13 8	...	...	...	11 0	11 0	12 8	13 4	13 4	14 8	...	...	...	...	...	...	...	...	...	...	...	...
Central Districts.																									
7	Calcutta	17 10	17 10	16 5	20 0	20 0	18 12	8 0	8 0	7 5	10 8	10 8	14 9	11 8	11 8	20 0	11 7	11 7	20 10	...	...	...	...	...	...
8	24 Pargannas	16 0	14 8	13 5	20 0	17 8	18 0	8 0	8 8	8 0	...	16 0	16 0	...	...	16 0	...	...	...	...	...	...	...	...	...
9	Nuddea	17 4	17 4	14 8	21 5	21 5	24 10	11 2	10 10	12 5	12 5	11 8	13 14	...	...	...	...	...	...	...	...	...	...	...	...
10	Khoolna	...	...	...	...	...	...	13 0	13 0	13 0	16 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...
11	Jessore	13 8	14 0	12 4	...	...	...	11 0	11 0	12 4	16 0	14 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...
12	Moorthadabad	16 0	16 0	17 0	...	...	...	10 0	10 0	12 0	14 0	14 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...
13	Dinapore	15 12	15 8	16 0	16 0	16 0	13 5	10 12	10 12	13 0	13 4	13 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...
14	Majshahya	16 14	16 8 to 17 8	15 12	21 0	21 0	20 0	8 0 to 10 12	8 0	10 8	12 0	12 8	13 14	...	...	...	...	...	...	...	...	...	...	...	...
15	Rangpore	13 0	13 0	10 0	...	...	...	7 0	7 0	8 10	11 0	11 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...
16	Bogra	13 8	15 0	15 0	...	...	...	9 12	9 0	9 12	13 12	13 0	16 8	...	...	...	...	...	...	...	...	...	...	...	...
17	Patna	16 12	16 12	16 12	...	...	...	8 4	8 4	7 8	14 4	15 0	14 4	...	...	...	...	...	...	...	...	...	...	...	...
18	Darjeeling	10 0	10 0	7 0	2 0	...	7 0	5 0	5 0	5 0	11 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...
19	Jalpigore	10 0	10 0	10 0	...	20 0	20 0	10 0	10 0	9 0	13 0	13 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Districts.																									
20	Dacca	18 0	18 0	15 8	16 0	16 0	15 8	11 0	11 0	14 4	16 0	12 0	17 0	...	...	...	...	...	...	...	...	...	...	...	...
21	Farrukpore	20 0	20 0	23 0	24 0	24 0	30 0	11 0	11 0	13 8	13 0	12 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...
22	Rangoon	...	...	...	...	...	...	12 12	11 8	13 0	14 12	18 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...
23	Mymensingh	13 4	13 4	13 8	...	...	...	10 4	10 0	10 0	13 8	13 4	13 8	...	...	...	...	...	...	...	...	...	...	...	...

- A In the subdivisions the retail prices of salt per rupee were:—Culna 14 seers, Ootwa 13½ seers, and Rangoon 13½ seers.  
 B In the interior the retail prices of salt ranged from 12 to 16 seers per rupee.  
 C In the interior the retail prices of salt ranged from 11½ to 13½ seers per rupee.  
 D In the subdivisions the retail prices of salt per rupee were:—Ghatatal 14½ seers, Contai 13½ seers.  
 E In the subdivisions the retail prices of salt per rupee were:—Baranpore 13½ seers and Jahanabad 13½ seers.  
 F In the subdivisions the retail prices of salt per rupee were:—Baranpore and Jahanabad 13 seers, Barrackpore 12½ seers, and Dum-Dum 12 seers.  
 G In the subdivisions the retail prices of salt per rupee were:—Koushtex 13 seers, Mehrpore 12 seers, Choudanga 12½ seers, and Ranaghat 12½ seers.  
 H In the subdivisions the retail prices of salt per rupee were:—Sakthira 11 seers, and Sigurhat 11 seers.  
 I In the subdivisions the retail prices of salt per rupee were:—Jhenidah 12 seers, Magura 10½ seers, Navail 12 seers, and Bôngung 13 seers.  
 J In the subdivisions the retail prices of salt per rupee were:—Lalbagh 11 seers, Jungipore and Kandi 12 seers.

## Districts of Bengal for the Fortnight ending the 30th November 1884.

THE SEER OF 80 TOLAH.																		WHOLESALE PRICES PER MAUND OF 40 SEERS.			DISTRICTS.
LUMBER MILLST— BAGI OR MURWA AND CHERRA.			MAHLE OR INDIAN- CORR.			GRAM.			FIREWOOD.			SALT.			SALT.						
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.				
S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	Rs. A.	Rs. A.	Rs. A.	
...	...	...	...	...	...	18 0	20 0	18 5	120 0	120 0	120 0	13 0	13 0	12 15	2-14-8	2-14-8	2-0-6	Bardwan.			
...	...	...	26 0	28 0	28 0	18 0	17 12	16 0	240 0	240 0	280 0	13 0	12 12	12 0	3-1-6	3-2-6	3-3-6	Bankura.			
...	...	...	...	...	...	16 0	16 0	16 0	160 0	160 0	160 0	13 0	13 0	12 11	3-2-6	3-2-6	3 0	Beerbhoom.			
...	...	...	...	...	...	16 0	16 0	16 0	155 0	155 0	155 0	12 12	12 12	12 8	3 0	3 0	2 14	Midnapore.			
...	...	...	...	...	...	16 0	16 0	16 8	120 0	120 0	120 0	13 9	13 9	13 9	2 14	2 14	2 14	Hooghly.			
...	...	...	...	...	...	17 0	17 8	17 0	80 0	80 0	80 0	13 0	13 0	12 0	3 0	3 0	3 0	Howrah.			
																		Central Districts.			
...	...	...	31 8	31 8	31 8	19 11	19 11	14 0	100 0	100 0	90 0	12 13	12 13	13 5	2 13	2 13	2 13	Calcutta.			
...	...	...	24 8	22 12	16 0	20 0	17 8	16 0	100 0	90 0	80 0	12 13	12 13	12 4	3 0	3 0	3 5	24-Pargunnahs.			
...	...	...	...	...	...	21 5 1/2	21 5 1/2	17 12	...	...	...	11 10 1/2	11 10 1/2	11 10	3 0	3 0	3 0	Nudda.			
...	...	...	...	...	...	16 0	16 0	16 0	200 0	200 0	200 0	12 0	12 0	10 8	3 2	3 2	3 4	Khoolna.			
...	...	...	...	...	...	16 0	16 0	16 0	180 0	120 0	120 0	14 12	14 12	10 12	3 3	3 3	3 10	Jessore.			
...	...	...	...	...	...	20 0	20 0	16 0	120 0	120 0	120 0	12 0	12 0	12 0	3-1-8	3-1-8	...	Moonsiedabad.			
...	...	...	...	...	...	14 0	14 0	14 8	160 0	160 0	160 0	12 0	12 0	11 8	3 4	3 4	3 6	Dinagopora.			
...	...	...	...	...	...	17 6 to 19 4	20 0	16 0	240 0	240 0	260 0	12 12	12 12	12 0	3 0	3 0	3-2-6	Rajahmala.			
...	...	...	...	...	...	9 12	9 12	16 0	98 0	98 0	110 0	10 0	10 0	13 5	3 8	4 0	...	Kargpore.			
...	...	...	...	...	...	15 0	15 0	12 0	80 0	80 0	67 8	12 0	12 0	12 0	3-5-4	3-5-4	3-3-8	Bagra.			
...	...	...	...	...	...	17 0	17 4	15 12	200 0	200 0	200 0	12 6	12 6	12 4	3 1	3 1	3 2	Pabna.			
14 0	13 0	13 0	13 0	13 0	20 0	6 0	8 0	8 0	16 0	160 0	128 0	8 0	8 0	8 0	4 4	4 4	4 8	Darjeeling.			
...	...	...	...	...	...	14 0	16 0	13 0	128 0	128 0	128 0	12 4	12 4	12 4	3 4	3 4	3 4	Julpigore.			
																		Eastern Districts.			
...	...	...	...	...	...	18 0	18 0	18 8	20 0	20 0	27 0	13 0	12 12	3 0	3 0	3 1	Dacca.				
...	...	...	...	...	...	16 0	16 0	20 0	120 0	120 0	120 0	12 0	12 0	3 3	3 3	3 5	Furzedpore.				
...	...	...	...	...	...	16 4	14 0	16 0	120 0	120 0	120 0	13 0	13 0	3 3	3 3	2 11	Backengunge.				
...	...	...	...	...	...	15 0	15 4	16 0	...	...	...	12 8	12 8	12 8	3 3	3 3	3 3	Mymensingh.			

K The retail price of salt at Kargunge was 11½ seers and at Nityore 10 seers per rupee.  
L In the sub-divisions of Nattore and Nowgong the retail price of salt was 12 seers per rupee.  
M In the sub-divisions the retail prices of salt per rupee were:—Nityamari 12 seers, Gaibanda and Karigram 13 seers.  
N In the sub-division of Kargunge the retail price of salt was 12½ seers per rupee.  
O The retail price of salt at Kargunge was 8 seers, and at Nityore 11 seers per rupee.  
P The retail price of salt at Patuakhali in the Alipur sub-division was 10 seers per rupee.  
Q In the sub-divisions the retail prices of salt per rupee were:—Moonsingunge 10½ seers, and Narasingunge 14 seers.  
R In the sub-divisions the retail prices of salt per rupee were:—Gonanda 13 seers, and Madaripur 12 seers.  
S In the sub-divisions the retail prices of salt per rupee were:—Patuakhali 10½ seers, and Peromaspore 11 seers.  
T In the sub-divisions the retail prices of salt per rupee were:—Kishoregunge 10½ seers, Attia 12 seers, and Jamalpore 11½ seers.

*PRICES-CURRENT of Food-grains, Firewood and Salt in the*

Number.	DISTRICTS.	RETAIL SALE :—QUANTITIES PER RUPEE BY THE																							
		WHEAT.			BARLEY.			RICE, BEST SORT.			RICE, COMMON.			BUZURN MILLST— CUMBOO, RAJMA.			GRIST MILLST— HOLUN LOWAR.								
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.						
Eastern Districts.—Concluded.																									
23	Chittagong	16 0	14 0	11 0	...	...	...	13 0	13 0	13 0	16 0	16 0	16 0	...	...	...	...	...	...						
23	Moulbilly	...	...	...	...	...	...	13 0	13 0	16 0	14 0	14 0	16 0	...	...	...	...	...	...						
24	Tipperah	12 0	14 8	13 0	...	...	...	12 8	12 8	12 4	12 14	13 10	16 8	...	...	...	...	...	...						
26	Chittagong Hill Tracts.	...	...	...	...	...	...	11 0	10 10	12 4	12 0	11 13	13 14	...	...	...	...	...	...						
	Hill Tipperah	12 0	12 0	10 0	...	...	...	12 0	12 0	14 0	18 0	14 0	16 0	...	...	...	...	...	...						
BEHAR.																									
25	Patna	24 0	20 8	20 0	22 0	20 15	22 0	10 8	8 12	13 0	18 0	16 3	14 0	...	...	...	...	...	...						
27	Gya	17 12	17 12	17 0	22 0	18 0	21 0	8 12	8 4	10 8	14 8	13 0	13 8	...	...	...	...	...	...						
28	Shahabad	{ 18 0 to 19 0 }	{ 18 0 to 19 0 }	17 0	22 0	21 0	22 8	{ 8 0 to 9 0 }	8 0	10 0	{ 12 0 to 13 0 }	12 0	13 8	...	...	24 0	23 0	...	24 0						
29	Darbhanga	18 12	18 12	15 0	22 0	19 12	22 0	{ 11 0 to 12 0 }	9 10	11 8	{ 12 0 to 13 0 }	12 0	14 0	...	...	...	...	...	...						
30	Muzaffarpore	18 0	17 0	16 0	26 0	26 0	26 0	11 0	11 0	10 0	16 0	15 0	14 0	...	...	...	...	...	...						
31	Barua	20 8	20 0	16 0	22 0	26 0	22 0	8 0	8 0	9 0	16 8	13 0	13 0	...	...	35 0	37 0	21 0	...						
32	Champaran	16 8	16 0	18 0	...	...	31 0	15 0	12 0	10 0	16 0	17 0	14 0	...	...	...	...	...	...						
33	Mouhys	23 1	12 16	17 13	23 0	16 14	21 0	10 8	10 8	10 8	14 12	13 1	12 0	...	...	...	...	...	...						
34	Shahulpore	10 9	19 9	15 2	20 8	20 8	24 0	10 11	10 11	11 15	13 14	12 14	13 14	...	...	...	...	...	...						
35	Purneah	16 0	16 0	14 0	...	...	...	12 0	12 0	14 0	16 0	14 0	16 0	...	...	...	...	...	...						
36	Maidah	20 0	19 8	18 0	...	...	...	10 12	10 0	12 0	12 4	13 0	13 0	...	...	...	...	...	...						
37	Southal Purna.	16 0	16 0	18 0	...	...	...	12 0	11 0	13 0	16 0	15 0	16 0	...	...	...	...	...	...						
ORISSA.																									
38	Cuttack	21 0	21 0	14 7	...	...	...	13 2	13 2	13 2	18 8	17 1	21 0	...	...	...	...	...	...						
39	Pooree	16 12	16 7	9 8	...	...	...	11 13	11 13	14 7	10 0	16 12	16 11	...	...	...	...	...	...						
40	Balnore	15 0	18 0	14 0	11 0	11 0	...	12 0	13 0	11 0	24 0	21 8	21 0	...	...	...	...	...	...						
CHOTA NAGPORE. South-Western Frontier Agency.																									
41	Hamarabagh	15 0	15 8	15 0	...	16 0	...	12 0	11 8	9 0	18 0	17 0	14 0	...	...	...	...	...	...						
42	Lohardugga	14 0	15 0	14 0	...	...	...	10 0	16 0	16 0	14 0	21 0	20 0	18 0	...	...	...	...	...						
43	Singhbhoom	18 0	18 0	16 0	20 0	20 0	24 0	20 0	20 0	22 0	24 0	24 0	28 0	...	...	...	...	...	...						
4	Manbhoom	18 8	18 0	13 0	14 0	...	...	...	15 0	16 0	22 0	21 0	21 8	...	...	...	...	...	...						

U In the interior the retail price of rice, common, ranged from 17 seers 1 chittack to 28½ seers per rupee.  
V The retail price of salt at Cox's Bazar was 10 seers per rupee.  
W In the interior the retail price of salt ranged from 6 to 16½ seers per rupee.  
X In the subdivisions the retail prices of salt per rupee were:—Brahmanbariah 13 seers, and Chandpore 19½ seers.  
Y The retail price of salt in the Aurangabad subdivision was 11 seers per rupee.  
Z In the subdivisions the retail prices of salt per rupee were:—Bistar and Shamsaram 13 seers, and Bishbush 11 seers.  
Z In the subdivision of Tejore the retail price of salt was 11½ seers per rupee.  
Z1 In the interior the retail price of salt ranged from 10 to 18½ seers per rupee.  
Z2 In the subdivisions the retail price of salt per rupee were:—Bowan 12½ seers and Gopalpore 12 seers.

## Districts of Bengal for the Fortnight ending the 30th November 1884.—(Concl'd.)

SEER OF 80 TOLAHS.

LESTER MILLER— HAGIOR BURWA AND CHENNA.			MAHER OR INDIAN— CORN.			GRAM.			FIREWOOD.			SALT.			SALT.			DISTRICTS.
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	

Eastern Districts.—Concluded

S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	Ra.	A.	Ra.	A.	Ra.	A.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Noakhully.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Tipperah.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Chittagong Hill Tracts.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Hill Tipperah.

BEHAR.

...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Patna.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Gya.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Shahabad.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Darbhanga.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Moinferpore.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Saran.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Champaran.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Monghyr.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Dhagulpora.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Purneah.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Maidah.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Sonthal Pergas.

ORISSA.

...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Poorva.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Balasore.

CHOTA NAGPORE.

South-Western Frontier Agency.

...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Hazaribagh.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Lohardugga.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Simaboom.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Alambhoom.

23 In the interior the retail price of salt ranged from 10 to 18 seers per rupee.

24 In the sub-divisions the retail prices of salt per rupee were:—Begusarai 11 seers, and Jamsai 11½ seers.

25 In the sub-divisions the retail prices of salt per rupee were:—Banka 11 seers, Madhupura 10½ seers, and Soopda 10 seers.

26 In the sub-divisions the retail prices of salt per rupee were:—Kissengunge 10 seers and at Haneegunge in the Arrerach sub-division 11 seers.

27 The retail price of salt at Khoorda was 14 seers per rupee.

28 The retail price of salt at Hindrak was 8 seers per rupee.

29 The retail price of salt at Chitra was 11 seers and at Kharrackdiha 12 seers per rupee.

30 The retail price of salt at Agumathpore was 12 seers, and at Burra Bazar 11 seers per rupee.

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COLMAN MACAULAY.



## WHOLESALE PRICES-CURRENT of Food-grains, Firewood, and Salt in

Number.	MARKS.	PRICES PER MAUND														
		WHEAT.			BARLEY.			RICE, BEST SORT.			RICE, COMMON.			BULBUSH MILLER— COMBOO BAKRA.		
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
		R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
1	Calcutta	2 4 0	2 4 0	2 0 0	2 0 0	2 0 0	2 2 0	5 0 0	4 16 0	5 8 0	2 12 0	2 12 0	2 12 0	2 8 0	2 8 0	2 0 0
2	Berainga	2 8 0	2 8 0	2 8 0	...	...	...	4 12 0	4 3 0	4 4 0	3 2 0	3 2 0	3 1 0	...	...	...
3	Dacca	2 4 0	2 4 0	2 10 0	2 8 0	...	2 10 0	2 10 0	3 10 0	2 12 0	2 12 0	2 0 0	2 6 0	...	...	...
4	Narsingga	...	...	...	...	...	...	2 12 0	2 3 3	2 12 0	2 10 0	2 15 0	2 4 0	...	...	...
5	Chittagong	2 8 0	2 8 0	2 8 0	...	...	...	3 0 0	3 0 0	2 14 0	2 6 0	2 6 0	2 0 0	...	...	...
6	Patna	1 9 6	1 14 0	2 0 0	1 3 0	1 10 0	1 6 6	2 5 0	2 5 0	2 12 0	2 2 0	2 2 0	2 14 0	...	...	...
7	Balaore	2 8 0	2 0 0	2 8 0	2 2 0	2 2 0	...	3 0 0	2 0 0	2 2 0	1 10 0	1 19 0	1 10 0	...	...	...
8	Poona	...	...	...	...	...	...	...	...	...	2 0 0	2 7 6	2 0 0	...	...	...
9	Cuttack	1 11 0	1 11 0	2 10 0	...	...	...	3 0 0	2 0 0	2 0 0	2 0 0	2 2 0	1 11 0	...	...	...

CALCUTTA,  
The 9th December 1884.

*the undermentioned Marts of Bengal for the Fortnight ending the 30th November 1884.*

OF 40 SEKERS.

GRANAT MILLET— CHOKOR JOWAR.			LESSER MILLET— RAGI OR MURWA AND CARRA.			MAIZE OR INDIAN CORN.			GRAM.			FINGERWOOD.			BALE.			MARTS.
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	
R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	
3 9 03	3 9 01	1 16 0	...	...	...	1 12 01	1 12 01	1 14 03	3 1 03	3 14 0	0 5 90	5 90	6 2	2 12 03	2 12 03	2 12 0	2 12 0	Calcutta.
...	...	...	...	...	...	...	...	...	2 10 0	2 9 03	8 0	...	...	...	3 0 03	1 03	0 0	Serajunga.
...	...	...	...	...	...	...	...	...	2 40	2 4 02	20 0	2 00	3 00	7 0	8 0 03	0 03	1 0	Dacca.
...	...	...	...	...	...	...	...	...	2 40	2 4 03	20 0	3 00	3 00	7 0	2 14 02	2 14 03	2 0	Narainunga.
...	...	...	...	...	...	...	...	...	3 00	2 8 03	12 0	0 4 00	4 0	...	2 14 03	8 03	4 0	Chittagong.
...	...	...	...	...	...	1 8 01	1 4 01	1 4 01	1 12 01	1 9 0	0 5 00	5 00	5 0	5 0	3 0 03	0 03	0 0	Paina.
...	...	...	...	...	...	...	...	...	2 8 0	2 8 02	8 0	0 5 00	5 00	3 0	3 8 03	6 04	0 0	Bahara.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2 8 03	7 02	2 12 0	Poore.
...	...	...	2 5 0	2 5 0	2 5 0	...	...	...	1 9 0	1 10 0	1 11 0	0 6 00	6 00	8 0	2 12 03	2 12 03	2 12 0	Cottack.

Published for general information.

COLMAN MACAULAY,  
Secy. to the Govt. of Bengal.

## Meteorological Report of the Province of Bengal

METEOROLOGICAL DIVISION.	DISTRICT.	Representative station.	STATION OBSERVATIONS.													Average humidity at 10 A. M.	Average cloud amount at 10 A. M. for week.		
			AIR PRESSURE.			WIND.		TEMPERATURE.											
			Mean barometric height, 30 A. M.	Mean reduced to sea-level.	Variation from mean.	Prevailing direction.	Mean wind velocity.	Highest during week.	Lowest during week.	Mean maximum temperature.	Mean minimum temperature of week.	Mean daily temperature of week.	Variation from normal mean of week.	Mean 10 A. M. temperature.					
ORIGINAL.	Pooree	Gopalpore	30°123	30°173	—	NW	276	76°6	56°0	75°0	67°1	66°0	—	70°3	61	14			
	False Point	False Point	30°161	30°183	+108	NE	134	79°4	52°5	77°3	65°2	66°3	-4°7	71°4	53	13			
	Cuttack	Cuttack	30°194	30°189	+113	Calm	87	53°3	51°9	52°0	55°8	63°0	-4°4	72°6	56	03			
	Balasore	Balasore	30°140	30°301	—	NE	45	79°8	49°4	78°2	61°8	64°0	—	72°0	50	0			
	South-West Midnapore	Rangpur Island	30°181	30°178	+149	N	171	77°7	56°9	75°8	69°2	67°6	-3°0	70°6	72	07			
SOUTH-WEST DIVISION.	South 24 Pergunnahs	Midnapore	30°043	30°301	—	N	87°7	79°3	63°2	77°7	63°4	67°6	—	71°9	50	07			
	24 Pergunnahs	Calcutta	30°184	30°186	+119	N	98	77°6	54°8	70°4	67°1	66°7	-2°8	69°3	63	0			
	Howrah	Howrah	30°083	30°187	+104	NE & NW	42°3	79°0	54°6	77°5	63°6	66°0	-2°6	69°6	53	0			
	Hooghly	Hooghly	30°083	30°187	+104	NE & NW	42°3	79°0	54°6	77°5	63°6	66°0	-2°6	69°6	53	0			
	Burdwan	Burdwan	30°083	30°187	+104	NE & NW	42°3	79°0	54°6	77°5	63°6	66°0	-2°6	69°6	53	0			
	Bankura	Bankura	30°083	30°187	+104	NE & NW	42°3	79°0	54°6	77°5	63°6	66°0	-2°6	69°6	53	0			
	Beerbhoom	Ranigunge*	30°041	—	—	W	59	73°3	51°2	77°6	62°4	65°0	—	69°3	60	0			
	West Burdwan	West Burdwan	30°041	—	—	W	59	73°3	51°2	77°6	62°4	65°0	—	69°3	60	0			
	Meerchhedabad	Berhampore	30°181	30°200	+120	N	51°4	77°0	54°2	70°6	66°1	60°4	-2°4	66°3	68	0			
	Nudda	Nudda	30°141	30°176	+113	N	63	72°2	52°5	78°0	63°8	66°8	-3°4	73°4	66	0			
EAST DIVISION.	Jessore	Jessore	30°161	30°176	+113	N	63	72°2	52°5	78°0	63°8	66°8	-3°4	73°4	66	0			
	Khacina	Khacina	30°084	30°189	+110	NE & ENE	—	79°1	54°0	77°1	65°2	66°7	-4°6	79°2	70	07			
	Chittagong	Chittagong	30°084	30°189	+110	NE & ENE	—	79°1	54°0	77°1	65°2	66°7	-4°6	79°2	70	07			
	Chittagong Hill Tracts	Demagiri	30°043	30°132	—	Calm	50°7	79°2	62°7	77°8	65°0	64°4	—	71°9	67	0			
	Backergunge	Backergunge	30°087	30°132	—	N	23°8	77°6	50°0	75°4	64°4	63°6	-3°8	71°5	68	04			
	Noakholly	Noakholly	30°087	30°132	—	N	23°8	77°6	50°0	75°4	64°4	63°6	-3°8	71°5	68	04			
	Furreedpore	Furreedpore	30°144	30°167	+120	N & Calm	27	78°8	53°7	78°0	65°5	66°7	—	72°0	71	0			
	Dacca	Dacca	30°144	30°167	+120	N & Calm	27	78°8	53°7	78°0	65°5	66°7	—	72°0	71	0			
	Comilla	Comilla	30°123	30°157	—	NW	15°1	60°4	51°3	78°2	64°0	66°1	—	72°0	65	0			
	Mymensingh	Mymensingh	30°082	30°189	+110	NNE	64°	81°4	54°1	78°5	65°2	67°3	—	73°0	60	24			
NORTH DIVISION.	Hogra and Fuhna	Satgaunge	30°133	30°163	—	NE	26°4	77°9	51°0	75°0	65°4	65°0	—	69°5	74	01			
	Rajahmhye	Rajahmhye	30°093	30°160	—	NW	24°9	77°7	51°0	75°0	65°4	65°0	—	69°5	74	01			
	Dinagopore	Dinagopore	30°070	30°140	—	NNE	54°8	80°1	63°8	77°6	61°9	64°5	—	69°8	67	0			
	Rungpore	Rungpore*	30°074	30°204	—	E & NE	47	77°7	50°1	76°8	62°1	64°5	—	69°8	70	0			
	Jalpigoree	Jalpigoree	30°079	30°178	—	E	50°0	78°0	51°1	77°4	62°0	65°1	—	71°2	66	03			
	Cooch Behar	Cooch Behar	30°079	30°178	—	E	50°0	78°0	51°1	77°4	62°0	65°1	—	71°2	66	03			
	Darjeeling Hill District	Darjeeling*	30°138	30°168	—	Calm	?	80°9	34°7	67°0	35°3	41°4	—	63°8	78	26			
	Purneah	Purneah	30°066	30°313	+146	Calm	6°0	79°2	43°9	77°0	67°3	62°6	-4°0	67°3	70	0			
	Moosufferpore	Moosufferpore	30°066	30°313	+146	WNW	43	74°0	53°9	74°4	63°0	64°9	-3°6	67°7	65	0			
	Durbhanga	Durbhanga	30°071	30°212	—	SE & NW	92°3	75°4	45°8	75°9	60°9	61°4	—	67°9	54	0			
SOUTH DIVISION.	Chumpram	Chumpram	30°068	30°212	—	W	9°0	70°9	49°2	72°8	60°0	62°7	—	69°8	54	0			
	Barua	Barua	30°068	30°212	—	SSW	122°8	70°0	49°0	74°0	61°4	62°0	—	65°4	68	0			
	Shahabad	Shahabad	30°068	30°212	—	NW	54°7	77°4	47°0	75°2	60°0	62°1	—	70°3	50	0			
	Arrah	Arrah	30°075	30°196	—	WNW	8°6	75°3	48°0	73°0	67°9	60°9	—	67°4	58	0			
	Gya	Gya	30°077	30°213	+110	Calm	10°9	77°8	41°7	73°8	65°9	60°9	-3°0	66°7	46	0			
	Paima	Paima	30°069	30°203	+160	SW	34°1	75°5	49°5	74°0	61°4	62°3	-1°0	67°0	61	0			
	South Bhagulpore	Bhagulpore	30°031	30°191	—	NW	30°	75°4	47°3	74°6	60°4	61°0	—	68°0	58	0			
	Monghyr	Monghyr	30°031	30°191	—	NW	30°	75°4	47°3	74°6	60°4	61°0	—	68°0	58	0			
	Scotbal Pergunnahs	Doomka	30°031	30°191	—	N	70°6	76°0	67°3	75°4	60°6	63°0	—	67°3	71	0			
	Hasanibagh	Hasanibagh	30°130	30°206	+104	NE	63°3	71°9	47°8	70°7	49°0	60°3	-3°6	64°3	45	0			
NORTH DIVISION.	Lohardugga	Lohardugga	30°069	30°160	—	—	—	71°0	48°4	70°1	60°0	60°1	—	64°3	48	0			
	Maubhoon	Maubhoon	30°069	30°160	—	—	—	71°0	48°4	70°1	60°0	60°1	—	64°3	48	0			
	Singbhoon	Singbhoon	30°077	30°160	—	NE	307°1	—	40°0	—	42°9	—	—	70°1	44	0			

\* Observations for six days.

Explanation.—Summary.—The normal means of air pressure and temperature are the arithmetical averages or means of the readings during the season. The humidity of the atmosphere is expressed as a percentage, saturated air being represented by 100. A clear sky is denoted by 0 and an overcast sky by 100. The normal means of rainfall are the numerical means or averages of the rainfall in that district determined from the returns sent in by the sub-divisions of the district (i.e., the total rainfall at the sub-divisional stations in the district sending in returns divided by the number of stations). A rain

for the week ending Friday, the 5th of December 1884.

Rainfall of week at observing station.	DISTRICT OBSERVATIONS.										Representative station.	DISTRICT.	METEOROLOGICAL DIVISION.
	RAINFALL.												
	Of week.		Since 1st of November.			Since 1st of May.			Average number of rainy days.	Normal number of rainy days.			
	Mean for district.	Normal mean.	Mean for district.	Normal mean.	Variation.	Mean for district.	Normal mean.	Variation.					
NU	—	—	—	—	—	—	—	—	—	—	Gopalpore	Podree	SILHETA.
NU	NU	0'03	0'03	2'29	-2'26	48'49	47'84	-7'85	0'0	0'0	Falsa Point	...	
NU	NU	0'23	NU	1'10	-1'10	47'05	52'36	-4'70	0'0	0'0	Cuttack	Cuttack	
NU	NU	0'11	0'03	1'04	-1'03	55'08	53'43	+2'05	0'0	0'0	Balsore	Balsore	SOUTH-WEST BENGAL.
NU	NU	0'30	NU	0'33	-0'03	60'59	61'73	+7'21	0'0	0'0	Bankor Island	South-West Midnapore	
NU	NU	0'15	NU	0'43	-0'43	43'01	46'34	-3'33	0'0	0'0	Midnapore	South 24-Pargunnas	
NU	NU	0'16	0'03	0'58	-0'51	46'03	40'34	-1'41	0'0	0'0	Calcutta	24-Pargunnas	SOUTH-WEST BENGAL.
NU	NU	0'31	NU	0'40	-0'40	36'02	40'28	-10'36	0'0	0'0	Burdwan	Howrah	
NU	NU	0'18	0'05	0'42	-0'37	38'34	51'13	-12'19	0'0	0'0	Ranigunge	Hoochly	
NU	NU	0'00	NU	0'40	-0'40	35'42	49'63	-14'21	0'0	0'0	Bankura	Burdwan	SOUTH-WEST BENGAL.
NU	NU	0'15	NU	0'51	-0'51	38'48	48'45	-13'03	0'0	0'0	Bankura	Bankura	
NU	NU	0'23	0'03	0'66	-0'63	53'11	53'13	-0'02	0'0	0'0	Bankura	Bankura	
NU	NU	0'27	2'74	1'87	+1'17	106'04	111'36	-5'31	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	0'28	2'41	2'01	+0'40	62'06	66'01	-23'36	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'34	4'36	1'30	+3'06	63'24	70'57	-7'33	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'48	2'63	2'53	+0'10	35'46	110'38	-14'34	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	0'11	0'03	0'01	+0'19	48'68	58'00	-13'12	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'13	0'70	0'70	0	47'31	53'79	-10'06	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'23	1'81	0'01	+0'80	64'15	71'13	-6'97	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	0'07	0'34	0'43	-0'09	49'04	69'38	-22'34	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'10	0'16	0'32	-0'25	37'73	55'34	-18'11	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'12	NU	0'34	-0'34	34'08	53'41	-19'33	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	0'10	NU	0'10	-0'10	34'74	53'43	-17'74	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'03	NU	0'15	-0'15	48'78	75'43	-25'73	0'0	0'0	Chittagong	Chittagong	
NU	NU	NU	NU	0'06	-0'06	95'23	113'89	-16'66	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	0'03	0'03	0'29	-0'26	113'81	152'06	-38'25	0'0	0'0	Chittagong	Chittagong	
NU	NU	NU	NU	0'06	-0'06	46'16	57'59	-11'41	0'0	0'0	Chittagong	Chittagong	
NU	NU	NU	NU	0'09	-0'09	34'09	43'14	-7'45	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	NU	NU	0'08	-0'08	41'79	43'84	-2'15	0'0	0'0	Chittagong	Chittagong	
NU	NU	NU	NU	0'22	-0'22	30'68	40'77	-10'25	0'0	0'0	Chittagong	Chittagong	
NU	NU	NU	NU	0'32	-0'32	29'10	30'06	-9'56	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	0'01	NU	0'27	-0'27	27'74	39'43	-11'69	0'0	0'0	Chittagong	Chittagong	
NU	NU	NU	NU	0'22	-0'22	29'00	40'33	-11'33	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'01	NU	0'21	-0'21	31'06	41'58	-10'54	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	0'04	NU	0'36	-0'36	33'44	48'28	-15'23	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'03	NU	0'44	-0'44	34'19	46'57	-12'47	0'0	0'0	Chittagong	Chittagong	
NU	NU	0'06	NU	0'44	-0'44	35'03	47'14	-10'15	0'0	0'0	Chittagong	Chittagong	SOUTH-WEST BENGAL.
NU	NU	0'13	NU	0'30	-0'30	44'07	51'09	-7'02	0'0	0'0	Chittagong	Chittagong	

recorded for the past ten years. The variations are negative when the mean for the week is less than the corresponding normal mean, and positive when greater by 10. The number denoting cloud amount represents the part of the sky covered, the whole sky being denoted by 10. Under the head "district" are the names of the stations for the period in question during the past 12 years. The means for the "district" are the numerical averages of the rainfall returns received by the stations on which at least an hundredth of an inch fell.



Station	RAINFALL.						TOTAL.		Total rain- fall from 1st to 30th	Average total rain- fall	Total rain- fall	Average rainfall
	1st in. ft.	2nd in. ft.	3rd in. ft.	4th in. ft.	5th in. ft.	6th in. ft.	of in. ft.	of in. ft.				

[illegible]

**Regulation.**—Indication that no rain has fallen. If the return for any day was not even received, the corresponding space is left blank. If any of the returns are wanting, the corresponding spaces in the total rainfall columns are left blank.

CALCUTTA, the 8th December 1854.

# SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL DURING THE WEEK ENDING THE 5TH DECEMBER 1884.

The past week has been characterized by unusually high pressure, and low temperature over the whole Province. The general atmospheric conditions which have obtained since the termination of the rains were present in a slightly stronger form during the past week than hitherto. Pressure was high at the commencement of the week and above the average. It increased slowly and steadily until the 2nd or 3rd, when it was abnormally high, and nearly two-tenths of an inch above the normal pressure of the week. The cold-weather winds have hence been unusually steady for some time, and the air considerably drier than the normal. Hence the temperature is also considerably below the average. The reduction of temperature is shown to the greatest extent in the night temperature, which has at several stations been from 5° to 6° during the week below the normal minimum temperature of the season. The mean temperature of the week was 3° below the normal in South-West Bengal, 3½° in Chutia Nagpur and North Behar, 4° in South Behar and East Bengal, and 4½° in Orissa. Skies have been clear throughout the week in the Province.

Pressure was above the average at the beginning of the week and increased steadily until the 2nd or 3rd, when it was from '15" (at the stations on the sea-board) to '23" (in North Behar) above the normal pressure of the period. This accumulation of pressure is due to the continued unusually low temperature.

Temperature was marked by the same features as during the previous week, the only difference being that the deficiency is somewhat greater than it was for the preceding week. The following table gives the normal and actual mean maximum and minimum temperatures at eight stations, and illustrates clearly the temperature variations of the past week:—

	MAXIMUM DAY TEMPERATURE.		Deficiency.	MINIMUM NIGHT TEMPERATURE.		Deficiency.
	Normal average for week.	Actual average of week.		Normal average for week.	Actual average of week.	
Cuttack	83.7	82.0	1.7	62.3	55.8	7.0
Calcutta	78.7	76.4	2.3	60.2	57.1	3.1
Burdwan	80.1	77.5	2.6	58.6	55.6	3.0
Jessore	80.8	78.0	2.8	58.1	53.9	4.2
Dacca	80.6	76.0	2.6	60.4	55.6	4.9
Patna	77.6	74.0	3.6	52.0	51.5	0.5
Purneah	79.4	77.4	1.6	53.8	47.3	6.5
Hazariabagh	74.4	70.7	3.7	53.2	49.6	3.6

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the week ending Friday, the 5th December 1884:—

METEOROLOGICAL DIVISIONS.	TEMPERATURE.						RAINFALL.									
	Highest observed during week.	Lowest observed during week.	Averages for week.			Average mean of week above or below normal mean of week.	Of week.		Rainy days.			Since 1st of November.		Since 1st May.		
			Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in week.	Normal average number in week.	Variation.	Average.	Normal average.	Average.	Normal average.
Orissa	83.3	69.4	78.1	54.3	66.8	-4.6	Nil	0.27	-0.27	0.0	0.0	-0.0	0.03	1.40	51.70	64.21
South-West Bengal	79.3	61.2	77.1	56.4	66.3	-2.0	Nil	0.16	-0.16	0.0	0.2	-0.2	0.06	0.23	44.01	51.26
East Bengal	81.6	60.0	77.7	55.2	66.4	-4.3	Nil	0.22	-0.22	0.0	0.3	-0.3	2.21	1.06	43.33	73.09
North Bengal	80.1	63.8	77.1	52.0	64.5	-	Nil	0.05	-0.05	0.0	0.1	-0.1	0.06	0.26	51.17	71.50
North Behar	79.3	45.8	75.9	40.6	62.3	-3.4	Nil	Nil	Nil	0.0	0.0	-0.0	Nil	0.16	39.10	47.13
South Behar	77.4	64.7	74.8	46.4	62.1	-3.8	Nil	0.02	-0.02	0.0	0.1	-0.1	Nil	0.25	39.37	43.34
Chutia Nagpur	71.2	46.4	70.1	40.2	60.1	-3.0	Nil	0.08	-0.08	0.0	0.3	-0.3	Nil	0.41	34.40	47.24

\* Barisal not included.

† Dampore Bousaleh not included.

‡ Chyabama not included.

METEOROLOGICAL OFFICE, BENGAL;

JOHN ELIOT,

The 5th December 1884.

Meteorological Reporter to the Govt. of Bengal.



## Results of the Meteorological Observations taken at the Alipore Observatory from 30th November to 6th December 1884.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 55° Fahr.	TEMPERATURE.				HYGROMETRY.				WIND.		Rain.	WEATHER.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.	Miles recorded.		
1884.		°		Inches.	°	°	°	°	°	Inches	°	%.			Inches.	
Nov.	30th	129.4	9.3	30.054	64.3	76.3	20.2	65.1	59.5	0.444	55.0	74	N by W and N by E	83	Nil.	Chiefly clear, D.
Dec.	1st	133.3	9.6	.073	65.9	78.4	18.1	68.3	60.7	.455	55.0	74	N by E and NNE ...	98	"	Chiefly clear, D.
"	2nd	131.2	9.3	.184	66.3	76.6	18.6	68.1	60.4	.450	53.0	71	N by W and NNE...	115	"	Chiefly clear, D.
"	3rd	130.3	9.8	.119	66.1	76.6	18.0	68.6	59.7	.430	54.3	68	N and NNE ...	131	"	Chiefly clear.
"	4th	128.5	9.5	.090	64.3	75.4	18.1	67.3	68.9	.410	53.4	68	N and NNE ...	113	"	Clear, D.
"	5th	126.0	9.3	.099	64.5	75.4	18.4	67.0	65.9	.427	54.6	73	N and N y W ...	103	"	Chiefly clear, D.
"	6th	128.7	9.8	.088	63.7	76.0	20.2	65.6	68.1	.413	53.0	70	N by W and NNW	101	"	Clear, D.

The mean pressure of the seven days ...

The average pressure of the corresponding period for 24 years, S. G.'s Office ...

Inches

30.092

30.014

The total number of hours of bright sunshine ...

Hours.

67.9

The maximum possible number of hours of sunshine ...

75.6

°

The mean temperature of the seven days ...

65.2

The average temperature of the corresponding period for 24 years, S. G.'s Office ...

70.3

The extreme variation of temperature ...

21.5

The maximum temperature ...

76.6

The highest velocity of the wind in one hour ...

Miles.

10

Ba.

The highest pressure of wind on one square foot ...

... Not measurable

%

The mean relative humidity ...

71

The average relative humidity of the corresponding period for 24 years, S. G.'s Office ...

71

Inches.

The total fall of rain from 30th November to 6th December 1884 ...

Nil

The average fall of the corresponding period for 24 years, S. G.'s Office...

0.04

The total fall from 1st January to 6th December 1884 ...

62.61

The average fall of the corresponding period for 24 years, S. G.'s Office ...

65.19

The mean pressure, temperature, &amp;c., are deduced from the traces of the Barograph and Thermograph, and from observations made at 6h, 10h, 16h, and 22h.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard Newman's No 46 formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the traces of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

a dew.

HENRY F. BLANFORD,

METEOROLOGICAL OFFICE, INDIA;  
Calcutta, the 8th December 1884.

Meteorological Reporter to the Government of India.

**Abstract of the results of Meteorological Observations taken at the Alipore  
Observatory in the month of November 1884.**

	Inches.	Date.	Hour.
The mean pressure of the month ... ..	29.963		
The average pressure of November from 24 years' registers ...	29.970		
The highest pressure in the month ... ..	30.132	29th	10h.
The lowest pressure in the month ... ..	29.749	1st	16h.
The range of pressure ... ..	0.383		
The total number of hours of bright sunshine during the month	269.0		
The maximum possible number of hours of sunshine ...	330.8		
	°		
The mean temperature of the month ... ..	69.8		
The average temperature of November from 24 years' registers	74.8		
The highest temperature in the month ... ..	85.3	2nd	
The lowest temperature in the month ... ..	54.8	29th	
The range of temperature during the month ... ..	30.5		
The mean daily range of temperature ... ..	17.5		
The greatest range of temperature in one day ... ..	22.4	22nd	
	Per cent.		
The mean humidity of the month ... ..	73		
The average humidity of November from 24 years' registers ...	72		
	Inches.		
The mean vapour tension of the month ... ..	0.523		
The average vapour tension of November from 9 years' registers	0.610		
The mean cloud proportion of the month ... ..	2.38		
The average cloud proportion of November from 7 years' registers	2.40		
The total rainfall of the month ... ..	0.01		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge 50.5 feet above the ground)	0.01		
The average fall of November from 48 years' registers ...	0.65		
The greatest fall in 24 hours ... ..	0.01	1st	
	Days.		
The number of rainy days in the month ... ..	1		
The average number of rainy days in November from 24 years' registers ... ..	2		
	°		
The mean maximum equilibrium temperature of solar radiation during the month ... ..	133.7		
The mean difference of sun and air temperatures ... ..	54.1		
The greatest sun temperature ... ..	144.7	2nd	
The greatest excess of sun over air temperature ... ..	61.5	10th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth ... ..	49.2		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground ... ..	12.9		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature ... ..	15.4	13th & 24th.	
	Miles.		
The mean movement of the wind per day ... ..	83.0		
The greatest movement of the wind in one day ... ..	157.0	16th	
The greatest movement of the wind in one hour ... ..	?		
The number of hours with winds from each of the 8 points—			

N. 210, NE. 32, E. 0, SE. 0, S. 0, SW. 0, W. 1, NW. 187, Calm 48.

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park-street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore .003 lower. The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 1.6 lower; and finally, the thermometer, which has furnished the record of temperature at the Surveyor-General's Office during the last 20 years and upwards, is found to read 0.6 higher than the Kew standard thermometer, which is the standard of reference at the present Observatory.

NOTE.—As a new anemograph was being put up, the records of 242 hours are deficient.

METEOROLOGICAL OFFICE, INDIA;  
Calcutta, the 8th December 1884.

HENRY F. BLANFORD,  
Meteorological Reporter to the Govt. of India.

Results of the Thermometrical Observations taken at the Meteorological Office, Chowringhee, from 30th November to 6th December 1884.

MONTH.	Date.	TEMPERATURE.				Mean wet bulb.	HYGROMETRY.			Rain.
		Mean.	Maximum.	Range.	Minimum.		Vapour tension.	Dew point.	Humidity.	
		°	°	°	°	°	Inches.	°	%	Inches.
November	30th	66.0	77.1	21.7	55.4	61.4	.478	57.3	71	Nil
December	1st	67.6	78.4	21.0	57.4	61.9	.479	57.8	71	"
"	2nd	67.3	78.1	21.2	56.9	61.9	.474	57.4	71	"
"	3rd	67.0	77.4	20.6	56.9	61.3	.465	57.0	70	"
"	4th	68.1	78.1	19.0	56.5	60.8	.431	56.8	67	"
"	5th	68.1	78.7	20.0	56.7	60.0	.438	55.2	69	"
"	6th	66.2	76.9	21.6	55.1	60.1	.453	56.3	73	"

The mean temperature of the seven days ... 66.5  
 The extreme variation of temperature ... 23.3  
 The maximum temperature ... 78.4

The mean relative humidity ... 70%

The total fall of rain from 30th November to 6th December 1884 ... Nil

The mean temperature and humidity are obtained by applying to the mean of the 10h, 16h and minimum readings a correction dependent on the range, and derived from the hourly observations at the Surveyor-General's Office, Chowringhee, in past years.

METEOROLOGICAL OFFICE, INDIA;  
 Calcutta, the 8th December 1884.

H. F. BLANFORD,  
 Meteorological Reporter to the Govt. of India.

Abstract of the results of the Thermometric Observations taken at the Meteorological Office, Chowringhee, in the month of November 1884.

	°	Date.
The mean temperature during the month	70.8	
The highest temperature during the month	83.8	2nd, & 3rd.
The lowest temperature during the month	54.9	24th
The range of temperature during the month	28.9	
The mean daily range of temperature during the month	17.7	
The greatest range of temperature in one day during the month	24.0	24th
The mean humidity during the month	70%	
The mean vapour tension during the month	.534	Inches.
The total rainfall of the month	Nil.	
The greatest fall in 24 hours	Nil.	
The number of rainy days in the month	Nil.	Days.

HENRY F. BLANFORD,  
 Meteorological Reporter to the Govt. of India.

METEOROLOGICAL OFFICE, INDIA;  
 Calcutta, the 8th December 1884.

## MEMORANDA.

The first class Municipalities in Bengal returned, during the week ending 22nd November 1884, the birth and death-rates of 29.4 and 39.6 per 1,000 of population, respectively, as opposed to 26.7 and 37.2 per 1,000, respectively, in the preceding week ending 15th November, indicating a fair advance in the registration of both events.

2. The Municipalities which exhibit the highest results in birth and death registration are—

Births.			Deaths.		
		Ratio per mille.			Ratio per mille.
Howrah	...	54.7	Poori	...	68.5
Mozufferpore	...	43.7	Dacca	...	68.1
Bhagulpore	...	41.6	Santipore	...	61.3
Serampore	...	37.3	Suburbs of Calcutta	...	54.4
Burdwan	...	35.1	Chittagong	...	54.0
Beaulah	...	34.1	Ranaghat	...	53.8
Durbhanga	...	33.1	Naraingunge	...	49.7
Gya	...	32.1	Serampore	...	47.1
Poori	...	32.1	Kishnaghur	...	41.6
Hughli	...	30.9	Burdwan	...	41.2
			Howrah	...	39.0
			Bhagulpore	...	37.1
			Mozufferpore	...	34.1
			Patna	...	33.4
			Gya	...	32.8
			Midnapore	...	32.5
			Hughli	...	30.8
			Jessore	...	30.6

3. The mean mortality from the different death-causes, mentioned in the appended table, in comparison with the mortality from the same causes in the preceding week, stood as follows:—

	Ratio per mille during the weeks ending—	
	22nd November 1884.	15th November 1884.
Cholera	...	...
Small-pox	...	...
Fever	...	...
Bowel-complaints	...	...
Injury	...	...
Other causes	...	...

The only noticeable point deducible from the above figures is that there was a sensible increase in fatal results from bowel-complaints and the diseases classed under the head of "Other causes."

4. Excluding small-pox and injury, the mortality from which was nowhere high, the rest of the diseases proved most fatal to life in the Municipalities named below:—

Cholera.	Fever.	Bowel-complaints.	Other Causes.
Ratio per mille.	Ratio per mille.	Ratio per mille.	Ratio per mille.
Chittagong	...	Santipore	...
Naraingunj	...	Ranaghat	...
Serampore	...	Kishnaghur	...
Dacca	...	Jessore	...
Poori	...	Dacca	...
Mozufferpore	...	Suburbs of Calcutta.	...
Howrah	...	Burdwan	...
Suburbs of Calcutta	...	Purneah	...
Durbhanga	...		

5. The mortality referable to Sex, Class and Age, stands as noted below:—

According to Sex.		According to Class.		According to Age.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.
Males	...	Christians	...	Under 1 year	...
Females	...	Hindus	...	1 and under 5 years	...
Ratio of male deaths to every 100 female deaths	...	Mahomedans	...	5 " 10 "	...
	114	Other classes	...	10 " 15 "	...
				15 " 20 "	...
				20 " 30 "	...
				30 " 40 "	...
				40 " 50 "	...
				50 " 60 "	...
				60 years and upwards	...

R. LIDDERDALE, M.D., Deputy Surgeon-General,  
Sanitary Commissioner for Bengal.

The 8th December 1884.

		POPULATION.		BIRTHS.		DISEASE.										SEX.			
		NUMBER OF—		RATIO PER 1,000 OF POPULATION PER ANNUM.		DEATHS FROM—					RATIO PER 1,000 OF POPULATION PER ANNUM.					RATIO PER 1,000 OF POPULATION PER ANNUM.		RATIO OF Males TO FEMALE DEATHS.	

\* A special census of the Europeans in the Districts was recently taken, as the census of the community taken in February 1901 was not reliable, owing to the Europeans being at a minimum in that month. The number of the natives enumerated as before, as it was not necessary to re-census them. The ratios have consequently been calculated on the basis of the population under which have been omitted, inasmuch as the census of the Europeans was added to tabular use employed as a basis of calculation owing to the results of the census under this head not having been recorded under the authorized form of age classification.

[illegible]

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,

**R. LIDDERDALE, M.D., Deputy Surgeon-General,**

The 8th December 1984.

## Sanitary Commission for Russia

## Weekly Return of Traffic Receipts on Indian Railways.

## EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 29th November 1884 on 1,500½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.*		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	108,973	2,42,137 8 0	51,07,948 10	6,12,321 11 3	16,901 11 0	8,70,626 14 3	64,283	98,413	1,62,696
Or per mile of railway ...	...	160 0 7	...	406 12 6	10 0 2	579 12 2	...	...	...
For previous 21 weeks of half-year ...	4,208,271	49,17,631 0 0	8,87,05,933 0	99,04,478 1 0	3,13,062 7 1	1,45,06,011 6 1	1,208,105	1,763,374	3,061,409
Total for 22 weeks ...	4,404,743	51,59,768 8 0	9,48,13,901 10	99,70,990 12 3	3,20,614 2 1	1,51,51,632 0 6	1,302,410	1,861,787	3,224,197
COMPARISON.									
Total for corresponding week of previous year ...	100,230	2,78,555 10 11	25,80,716 0	6,92,761 12 0	17,088 13 7	9,82,090 5 0	66,528	110,400	186,907
Per mile of railway corresponding week of previous year ...	...	184 10 7	...	401 11 1	11 11 7	657 7 8	...	...	...
Total to corresponding date of previous year ...	4,337,222	50,41,084 15 8	8,22,03,330 0	1,56,90,090 13 1	3,13,840 2 0	1,50,44,997 15 6	1,392,403	2,761,784	4,154,247

Approximate Statement of gross receipts of the East Indian Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 1st DECEMBER 1883.			RECEIPTS FOR WEEK ENDING 29th NOVEMBER 1884.			TOTAL RECEIPTS FROM 1st APRIL 1883 TO 1st DECEMBER 1883.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 29th NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
1,500	Rs. 9,04,006	Rs. 657	1,500½	Rs. 8,70,621	Rs. 677	1,500	Rs. 3,31,69,187	Rs. 21,975	1,300½	Rs. 2,70,94,261	Rs. 17,840	Rs. 62,65,308	

## EASTERN BENGAL STATE RAILWAY.

Approximate Return of Traffic for week ended 22nd November 1884, on 350 miles open, including Calcutta and South-Eastern and Bengal Central Railway mileage.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated), including steam-boat.	Total earnings.	TRAFFIC TRAIN-MILES RUN.*		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
A.—Total traffic for the week ...	80,874	37,265 0 0	3,64,777 0	73,113 0 0	12,408 0 0	1,22,770 0 0	23,053	6,484	29,530
Or per mile of railway ...	233	104 0 0	1,010 0	204 0 0	...	307 0 0	...	...	...
For previous 21 weeks of half-year ...	1,677,633	0,09,046 0 0	65,70,156 0	18,61,232 0 0	1,83,440 0 0	23,06,619 0 0	582,633	223,274	477,904
Total for 22 weeks ...	1,758,507	7,07,251 0 0	69,43,933 0	16,34,265 0 0	1,77,840 0 0	25,10,428 0 0	275,293	232,154	507,447
COMPARISON.									
B.—Total for corresponding week of previous year ...	80,476	41,438 0 0	2,84,702 0	53,637 0 0	6,376 0 0	1,03,341 0 0	9,073	8,370	17,443
Per mile of railway corresponding period of previous year ...	308	157 0 0	1,080 0	304 0 0	...	341 0 0	...	...	...
Total to corresponding date of previous year ...	1,593,917	7,41,911 0 0	60,94,210 0	12,54,833 0 0	2,13,830 0 0	22,10,064 0 0	263,438	170,717	376,166

A.—Includes receipts of Calcutta and South-Eastern Railway, and 50 per cent. of receipts of Bengal Central Railway, viz. Rs. 6,118 and Rs. 4,400 respectively apportioned over the several heads of traffic.

B.—Includes share of Bengal Central Railway receipts due to Eastern Bengal State Railway for working, viz. Rs. 1,287, and Calcutta and South-Eastern receipts Rs. 6,030.

## FINANCIAL YEAR.

Approximate Statement of gross receipts of the Eastern Bengal State Railway.

RECEIPTS FOR WEEK ENDING 24th NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 22nd NOVEMBER 1884.			TOTAL RECEIPTS FROM 1st APRIL 1883 TO 24th NOVEMBER 1883.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 22nd NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
303	Rs. 1,03,851	Rs. 323	329*	Rs. 1,22,778	Rs. 343	243	Rs. 34,57,495	Rs. 14,162	338	Rs. 35,54,882	Rs. 10,617	Rs. 1,20,672	...

\* Increase in mileage.

Eastern Bengal State Railway	...	...	...	...
Bengal Central Railway	...	...	...	...
Total	...	...	...	...



## BENGAL CENTRAL RAILWAY.

Approximate Return of Traffic for week ended 22nd November 1884 on 126 Miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	16,412	7,124 0 0	17,101 0	1,533 0 0	64 0 0	8,721 0 0	6,554	2,174	4,380
Or per mile of railway ...	143	56 0 0	138 0	12 0 0	1 0 0	69 0 0	...	...	...
For previous 24 weeks of half-year ...	332,860	1,42,109 0 0	2,00,410 0	19,100 0 0	973 0 0	1,02,151 0 0	60,876	24,743	85,621
Total for 24 weeks ...	371,572	1,49,233 0 0	2,26,511 0	20,632 0 0	997 0 0	1,79,872 0 0	67,430	26,917	94,347
COMPARISON.									
Total for corresponding week of previous year ...	11,011	5,049 0 0	15,525 0	467 0 0	50 0 0	5,574 0 0	507	363	1,248
Per mile of railway corresponding week of previous year ...	95	40 0 0	128 0	14 0 0	2 0 0	44 0 0	...	...	...
Total for corresponding date of previous year ...	265,780	59,789 0 0	8,01,819 0	7,916 0 0	610 0 0	45,214 0 0	18,968	11,470	25,440

## FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Bengal Central Railway.

RECEIPTS FOR WEEK ENDING 24th NOVEMBER 1883.			RECEIPTS FOR WEEK ENDING 22nd NOVEMBER 1884.			TOTAL RECEIPTS FROM 1st APRIL 1883 TO 31st NOVEMBER 1883.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 22nd NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
35	2,574	74	126	8,721	69	35	73,056	2,113	125	3,07,450	2,459	2,33,470	...

## PATNA AND GYA STATE RAILWAY.

Approximate Return of Traffic for week ended 20th November 1884 on 57½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	9,410	5,008 14 0	47,152 30	3,517 7 0	59 10 0	5,595 15 0	1,812	333	2,394
Or per mile of railway ...	163	87 9 1	824 20	56 5 10	1 0 8	145 0 7	...	...	...
For previous 24 weeks of half-year ...	230,407	1,08,460 1 0	9,24,408 20	64,541 13 3	1,909 10 0	2,35,020 8 8	36,314	50,470	86,784
Total for 24 weeks ...	239,877	1,73,477 15 0	9,75,561 10	67,802 5 0	2,029 4 0	2,45,316 8 0	58,126	71,651	129,777
COMPARISON.									
Total for corresponding week of previous year ...	6,750	4,315 11 1	32,514 20	2,053 6 0	69 9 0	5,478 10 1	1,606	605	2,394
Per mile of railway corresponding week of previous year ...	153	76 2 3	601 0	63 6 11	1 0 11	130 10 3	...	...	...
Total for corresponding date of previous year ...	217,507	1,30,283 5 0	7,57,660 30	52,588 7 0	1,003 1 0	1,86,476 15 0	40,243	18,050	58,301

\* Added number of passengers 4,240 and deducted Rs. 2,405 on account of differences between the Approximate and Audited Returns to work ended 1st Nov. 1884.  
 † Added Rs. 1,137-10, and Rs. 230-5-3 on account of ditto ditto ditto to ditto.  
 ‡ Added Rs. 25-10 on account of ditto ditto ditto to ditto.

Approximate Statement of gross receipts of the Patna and Gya State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 1st DECEMBER 1883.			RECEIPTS FOR WEEK ENDING 20th NOVEMBER 1884.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 1st DECEMBER 1883.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 20th NOVEMBER 1884.			Total increase in 1884.	do	in
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.	Rs.
57½	2,475	131	57½	8,206	145	57½	3,04,200	5,315	57½	3,00,613	5,238	32,013	...	...

*Approximate Return of Traffic for week ended 29th November 1884 on 74½ miles open.*

* Added number of passengers 264 and deducted Rs. 1,078 on account of	differences between the Approximate and Audited Returns	to week ended 1st Nov. 1934.
† Added Rs. 27,438-30 and Rs. 602-1	on account of	ditto ditto to ditto.
‡ Added Rs. 98-14-8	on account of	ditto ditto to ditto.

*Approximate Statement of gross receipts of the Sindia State Railway, prepared in accordance with Public Works Department Circular No. XXI. Railway, dated 23rd July 1883.*

GHAZIPUR-DILDARNAGAR STATE RAILWAY.

*Approximate Return of Traffic for week ended 29th November 1884, on 12 miles open.*

\* Added number of passengers 680 and deducted Rs. 128 on account of difference between the Approximate and Audited Returns to week ended 1st November 1954.  
† Added Mts. 623-10 and deducted Rs. 10-3 on account of ditto ditto ditto ditto ditto  
‡ Deducted Rs. 4-8 on account of ditto ditto ditto ditto ditto

*Approximate Statement of gross receipts of the Ghazipur-Dildarnagar State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.*

RECEIPTS FOR WEEK ENDING 1st DECEMBER 1885.			RECEIPTS FOR WEEK ENDING 29th NOVEMBER 1884.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 1st DECEMBER 1885.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 29th NOVEMBER 1884.			Total increase in 1884.	Total decrease in 1884.
Mean mileage worked	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Ps.		Rs.	Ps.		Rs.	Ps.		Rs.	Ps.	Rs.	Ps.
18	933	78	12	920	77	12	80,097	2,508	12	81,094	2,661	4,397	.....

## BENGAL PROVINCIAL RAILWAYS.

## Weekly Statement of Traffic Receipts.

Latest return received.	Name of Railway.	Length open.	RECEIPTS FOR WEEK ENDING		TOTAL RECEIPTS FROM 1st JANUARY		Total increase in 1884.	Total decrease in 1884.	Percentage of increase or decrease.
			15th October 1883.	11th October 1884.	To 15th October 1883.	To 11th October 1884.			
1884.		Miles.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
11th October	Northern Bengal	240	58,874 0 0	40,214 0 0	57,51,191 0 0	15,51,062 0 0	.....	2,00,080 0 0	-11
17th do.	Tirhoot	230	15,004 0 0	15,309 0 0	6,05,018 0 0	8,10,323 0 0	2,57,900 0 0	.....	+22
26th do.	Nalhati	274	1,680 0 0	1,074 0 0	96,309 0 0	61,713 0 0	.....	4,506 0 0	-7
	Total	534	64,998 0 0	57,018 0 0	24,64,098 0 0	25,32,310 0 0	42,231 0 0	.....	+2

## DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs. A. P.
Earnings for week ending 22nd November 1884	8,559 0 0
Corresponding week last year	8,798 19 3
Decrease	239 19 3
Receipts from 1st July to 22nd November 1884	1,81,048 2 5
from 1st July to 24th November 1883	1,70,690 4 4
Increase	4,957 14 1
Miles open week ending 22nd November 1884	50
Corresponding week last year	50
Receipts per mile open week ending 22nd November 1884	Rs. A. P. 171 2 11
Corresponding week last year	175 15 7
Decrease	4 12 8

DARJEELING, the 29th November 1884.

W. STEVENSON, Secretary.



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, DECEMBER 17, 1884.

## OFFICIAL PAPERS.

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of Six Rupees per annum if delivered in Calcutta, or Twelve Rupees if sent by Post.*

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### Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, 13th December 1884.

#### Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *President*.  
 The HON. H. J. REYNOLDS.  
 The HON. A. PHILLIPS, *Acting Advocate-General*.  
 The HON. C. P. L. MACAULAY.  
 The HON. A. P. MACDONNELL.  
 Colonel the HON. S. T. TREVOR, R.E.  
 The HON. C. B. GARRETT.  
 The HON. MOULVIE ABDUL JUBBAR.  
 The HON. CHUNDER MADHUB GHOSE.  
 The HON. A. B. MILLER.  
 The HON. KUMAR BOYKANTONATH DE.  
 The HON. RAI JOY PROKASH LALL, *BAHADOOR*; and  
 The HON. G. IRVING.

#### REGISTRATION OF PERMANENT TENURES.

The HON. MR. REYNOLDS moved for leave to introduce a Bill to provide for the registration of permanent tenures. He said:—You explained, Sir, on the last occasion of the meeting of this Council, the objects which this Bill is intended to attain, and its intimate connection not only with the legislation now before

the Council of the Governor-General on the subject of landlord and tenant, but also with the question of the performance of a long neglected duty—the establishment and maintenance of a record of rights throughout these Provinces. On this occasion it is only necessary that I should put before the Council the outlines of the scheme by which the Government proposes to effect the objects which it has in view. It is the desire and the intention of the Government to redeem to the utmost the promise which has been made to the zemindars that facilities shall be given them for the realization of their acknowledged rents. Of these rents a large proportion consists of the rents of tenures, and the experience of the working of the *putnee* sale regulation has shown that nothing so effectually secures the punctual payment of rent as a power of summary sale, without the formalities and delays of a suit, whenever the rent is allowed to fall into arrear. It would be impossible, however, for the Government to extend the *putnee* sale procedure to permanent tenures in general, unless such tenures were first registered: and the registration must be not merely in the *serishta* of the zemindar, but a registration in a public office, with proper securities for the interests of all parties concerned. Such a system of registration it is the object of this Bill to introduce.

For the scheme of the Bill, I have been much indebted to the report on the Tenancy Bill by Mr. R. C. Dutt, Collector of Backergunge, and to an excellent little pamphlet by Baboo Mohini Mohun Roy, in which he has sketched a plan for the registration and summary sale of tenures, and has also offered some valuable suggestions for simplifying the procedure of the courts in the trial of rent suits. The general proposals of the Bill will be as follows:—Applications for the registration of tenures are to be made to the Subordinate Judge, and may be made by either the zemindar or the tenure-holder. Notice of application will be given to the other party concerned, and also a general notice to all persons interested in the disposal of the case. If it is found that there is no dispute upon any material point regarding the conditions on which the tenure is held, the tenure will be at once admitted to registration: if there are disputes which cannot be summarily settled, issues will be framed and decided as in a regular suit. Whether the register should be kept up by the Court or by the Collector is a point upon which the scheme of the Bill differs from Baboo Mohini Mohun Roy's proposals. The Baboo thinks that the Subordinate Judge should not only decide the disputes, but should keep up the register in his own office. But it appears to the Government that the Collector's office is the proper place for a register of tenures, in the same way as the Collector is the officer who keeps the register of estates. The Bill accordingly provides that, when a tenure has been admitted to registration, the Subordinate Judge shall send the necessary particulars to the Collector, who will thereupon enter the tenure in his register.

The provisions for the maintenance of the register by the mutation of names in cases of transfer and succession will be embodied in the Bengal Tenancy Bill now under consideration by the Select Committee. Till the report of the Committee is published, I am not at liberty to say what those provisions are likely to be; but I have little doubt that any plan which the Committee may adopt can be made to fit in perfectly well with the scheme of this Bill. If the Select Committee were to recommend that transfers should be made only by a registered instrument or a public sale, it would be easy to provide that the registering officer, or the officer conducting the sale, shall notify the transfer to the Collector, and that the Collector, if no objections are offered by the parties concerned, shall make the necessary mutation of names.

The next point to be considered is whether this registration of tenures shall be made compulsory, or shall be left optional. There is no doubt much to be said in favour of compulsory registration. For statistical purposes a compulsory system is necessary, as, whatever advantages registration may offer, we cannot hope to get a complete list of tenures unless we not merely permit, but require, all tenures to be registered. On the other hand, we are acting at present on imperfect information: we have only an approximate knowledge of the number of tenures in Bengal: we cannot judge of the proportion of cases in which entries are likely to be disputed, and we risk the danger of the scheme breaking down, if we attempt at once to fix a period within which all tenures must be brought under compulsory registration. On the whole, the

Government considers it the safer course to adopt the recommendation of Baboo Mohini Mohun Roy, and (in the first instance at least) to make it optional with the parties to register their tenures or not. The Baboo thinks that this option will be largely used. "People," he remarks, "will readily come forward to register their own tenures and tenures held under them. Registration offers manifest advantages to both landlord and tenant, which will be quickly perceived and eagerly availed of." I agree with him in thinking that, under an optional system, a large number of applications will be made, but I should expect a much greater proportion to come from the landlords than from the tenants.

The Government, however, does not abandon the hope that a system of compulsory registration may eventually be found possible: and the Bill will therefore give the Government power to declare that all permanent tenures, within a local area to be specified in the notification, must be registered within a certain limit of time, in the same manner as proprietors were required to be registered by the Bengal Land Registration Act of 1876. Where this Chapter of the Bill is in force, the general procedure of the Land Registration Act would be followed, and one local area after another would be brought under the operation of the Chapter, till in the end the compulsory system had been introduced throughout the whole of the Lower Provinces. In such local areas, registration would be enforced by a section disqualifying unregistered tenure-holders from suing for rent.

Such is the general scheme of the measure I ask leave to introduce—a system of optional registration in the Collector's office under orders passed by the Subordinate Judge, with power to the Government to declare that in any local area registration shall henceforth be compulsory. The Government is fully aware that the duty which it thus proposes to undertake is one of great magnitude and considerable difficulty. Judging from the returns, incomplete as they probably are, furnished by the Road Cess papers, the number of tenures in Bengal considerably exceeds one million; and even under a system of optional registration, the work of dealing with the applications which will be made will impose a heavy burden on judicial and executive officers. But it is important to the well-being of these Provinces that the difficulties should be surmounted, and that the labour should be undergone. The registration of tenures is an essential element in the compilation of those agricultural statistics without which the Tenancy Bill will be an incomplete and unfruitful measure; it is to the registration of tenures that we must look for a large mass of useful information for the settlement of disputes, for the quieting of titles, and for the punctual realization of rents. And it will perhaps be found that the difficulties, serious as they may be, are not greater than can be overcome by diligence and method. When the Cess Act of 1871 was under discussion in this Council, it was confidently predicted that the scheme would be found to be unworkable. When the Land Registration Act of 1876 was introduced, it was said that the definition of the interests of all proprietors of land would prove an impossible task. We know now that these apprehensions were unfounded, and our experience of what has been done may well give us courage in attempting what remains to do.

I now move for leave to introduce the Bill, and, if leave is given, I hope that the Bill, the first draft of which is already in print, will be in the hands of Hon. Members before the next meeting of the Council.

The motion was put and agreed to.

#### SUBURBAN WATER-SUPPLY.

The Hon. Mr. REYNOLDS moved that the Hon. Messrs. Garrett and Irving be added to the Select Committee on the Bill to provide for the supply of filtered water within the Municipality of the Suburbs of Calcutta.

The motion was put and agreed to.

The Council was adjourned to Saturday the 20th instant.



**RESOLUTION ON THE REPORT OF THE PORT OFFICER,  
CALCUTTA, FOR THE YEAR 1883-84.**

GENERAL DEPARTMENT—MARINE.

*Calcutta the 15th December 1884.*

**RESOLUTION.**

**READ—**

The Annual Report of the Port Officer, Calcutta, for the year 1883-84.

The Report is submitted by Captain A. W. Stiffe, but Captain Brebner was in charge of the department as Officiating Port Officer throughout the year.

2. The strength of the Pilot Service at the close of the year was 88, consisting of 63 qualified pilots of all grades and 25 Leadsman, and First and Second Mates not yet promoted to the grade of Mate Pilots. The Port Officer repeats his former proposal to relax the rules for the promotion of Leadsman Apprentices, so as to allow First Mate Leadsman to appear for examination as Mate Pilots after having held First Mate's certificates for one year, but without having actually served as First Mates on board the pilot brigs. The Lieutenant-Governor is still not prepared to assent to this proposal in its original form, but he has allowed service on the steamer *Undaunted* to be reckoned as service on a brig up to a maximum limit of three months. Until it is shown that this concession fails to meet the difficulties represented there should be no change. Nothing but extreme necessity would justify any reduction in the period of service at the Sandheads now required from Leadsman in the Pilot Service. It is satisfactory to find that the system of obtaining Leadsman Apprentices from the training ships at home has continued to work well. It has been urged against this system that its practical working tends to restrict unduly the admission of many candidates into the Pilot Service who, though fit for the service, are unable to go through the course in the training ships. Rules are now in contemplation, which will enable Government to meet such cases when boys who have not passed the training ship's course can show that they are qualified for the work of the Pilot Service in respect of education, physical capacity, and nautical training.

3. The arrivals in Calcutta during the year numbered 1,085 vessels with a gross tonnage of 1,977,369 tons; and the departures 1,073 vessels, with a gross tonnage of 1,959,826. Although the number of vessels entering and leaving the Port fell off by 134, the gross tonnage was only 24,099 less than that of the exceptionally busy year 1882-83. This is due to the progressive increase in the average size of vessels visiting the Port, which is shown to have risen in the case of steamers from 1,300 tons in 1870-71 to 2,300 tons in 1883-84; and in the case of sailing ships during the same period from 1,000 tons to 1,200. This increase in the size not only enhances the difficulty and responsibility of the pilots' work, but leads to one grade obtaining more and another less than its fair proportion of the number of ships. Hence the necessity for periodical readjustments of the scale of tonnage—a matter which will have to be considered in view of the reduced earnings of the grade of Master Pilots.

4. The conduct of the Pilot Service is again favourably reported on, and no offences against discipline are said to have occurred. During the year the Branch Pilots piloted on an average 5.51 ships a month, the Senior Master Pilots 3.61, the Junior Master Pilots 2.71, and the Mate Pilots 3.75. Thirty-eight vessels were piloted by Leadsman Apprentices when regular pilots were not available under the rules. The receipts under the head of pilotage during the year were Rs. 8,34,507. It has been represented lately that the pilotage charges of the Port are too high, and that they yield a large surplus which is amalgamated with General Revenues. Owing to the form of the accounts the question has not been fully cleared up, but the Accountant-General has been ordered to prepare accounts for the current year, which will show the financial position accurately. As far as can be at present judged there is reason to doubt the correctness of the representations made to the effect that the income is in excess of the expenditure.

5. Forty-two cases of vessels grounding and 14 collisions took place during the year as compared with 51 and 25 in 1882-83. Damage was done to



only two of the vessels which grounded, the other casualties of this class being trivial. Of the collisions, on the other hand, 12 out of 14 caused damage, and in one case a steamer was sunk. Taking both classes of casualties together, the percentage of accidents to the number of vessels was 2.59 as compared with 3.31 in the previous year.

6. Four Courts for the trial of Pilots under Act XII of 1859, and eleven departmental enquiries, were held during the year. In two cases only was any substantial punishment inflicted upon the Pilots in charge. Two Special Courts of Enquiry under Act IV of 1875 were held to enquire into the stranding of the British India steamer *Chinsura* on Dowdeswell's Island near False Point, and the loss of the *Scottish Chieftain* on the Middle Andaman Island. In each case the Master's certificate of competency was suspended for three months.

7. The *S. S. Undaunted* was employed as usual in conveying pilots to the Sandheads when the supply available to bring up in-coming vessels had run short, on visits of inspection to Chittagong and Orissa, and in endeavouring to assist vessels in special difficulties. A new pilot brig, the *Sarsuti*, arrived from England in October 1883, but alterations had to be made in her in order to render her fit for service at the Sandheads. The *Chinsura* was laid up as a hulk. The *Coleroon* and *Cassandra* are both in fair order, so that there are now three pilot brigs available. Two will be always at the Sandheads while the third is undergoing repairs, and unless serious accidents occur, there will be no risk of vessels being detained owing to there being too few brigs on the station.

8. The number of candidates for certificates of competency as sea-going officers of various grades rose from 91 to 102, of whom 57 passed. The Colonial certificates granted comprised six Masters', fifteen First Mates', seven Second Mates', three First Class Engineers', and two Second Class Engineers'. Nine candidates applied for examination for certificates as Commanders of inland vessels. Six passed and two failed, and one did not appear. Four vessels were registered under the Merchant Shipping Act of 1854, and the registry of five vessels was cancelled. Only one vessel was registered under the Indian Act X of 1841.

9. During Captain Stiffe's absence, the department was efficiently administered by Captain Brebner, Officiating Port Officer.

By order of the Lieutenant-Governor of Bengal,

A. P. MACDONNELL,

Secretary to the Government of Bengal.

## PROSPECTS OF CROPS.

In continuation of the Resolution of the 18th November 1884, on the subject of the rainfall and the prospects of crops in Bengal during the current year, the following further papers on the subject are published for general information.

A. P. MACDONNELL,  
*Secretary to the Government of Bengal.*

No. 824G., dated Bankipore, the 27th November 1884.

From—F. M. HALLIDAY, Esq., Commissioner of the Patna Division,  
To—The Secretary to the Government of Bengal, Revenue Department.

1. IN continuation of this office No. B.G., dated the 30th ultimo, I have the honour to submit a further report on the state and prospects of the crops in the Nowada sub-division in Gya, and the Behar sub-division in Patna.

2. Mr. Macpherson, Sub-Divisional Officer of Nowada, writes, under date the 5th instant, that prospects have been much improved by the rain of the 24th to the 26th October last, which fell all over the sub-division. No rain had been registered at Nowada before this fall since the 4th October last. Much of the planted paddy has been saved by the rain, which has also permitted of a further extension of *rubbi* cultivation. The *rubbi* crop of the sub-division should be an unusually large and good one. The fact remains that, over a large area of the sub-division, no rice at all was planted this year, and that in many more fields the rice planted has died, or has become very thin on account of the long drought. This failure has moreover come after two years of scarcity. That cultivators, and labourers are much pinched in the bad parts of the sub-division there can be no doubt. It is stated that there is more distress in Pakri Barawan thana than in other parts of the sub-division.

4. On the subject of the provision of labour and relief works, the Sub-Divisional Officer writes as follows:—

"You have directed that the works of repairing and widening the Pakri Barawan, Pachamba and the Warashgunge to Dergawan roads shall be at once begun. The sums of Rs. 204 and Rs. 160 have been provided for these two roads, respectively, in the sanctioned budget estimate of the Nowada Branch Committee for the year 1884-85, but I understand that more money is to be made available for improving these roads, which traverse or are close to the most distressed parts of the sub-division, i.e., the parts of the sub-division where the failure of the paddy crop has been greatest. You have directed me to report whether the road cess allotment to the sub-division should be increased. I beg that it may be increased by whatever amount it may be considered necessary to spend on the abovenamed roads in addition to the sums already budgeted for. I do not know what may be the revised estimate of expenditure on these roads, which has been framed, or is to be framed, by the District Engineer. The roads are both important, the second named one specially so, and I think that Rs. 1,000 might profitably be spent on each. I would not wish to provide the additional money for these roads by transfer from the grants made over to the Branch Committee for the other roads of the sub-division; only Rs. 6,505 in all has been allotted to the Branch Committee, and I am not prepared to say that works budgeted for can be given up in order that more money may be spent by the Branch Committee on the two roads above named.

5. "I beg to express my concurrence in your view of the state of things that it is ordinary labour, and not famine relief, which should at present be provided; and I think that probably sufficient labour will be provided by spending Rs. 2,000 on the roads named above in addition to the other sanctioned allotments for the sub-division. It is, however, very important that labour should be provided in and close to all the most distressed villages of the sub-division, in order that weak and feeble persons may be able to get some work without going far from their homes, even though they may not be able to do a full day's work. In such cases I would not of course give a full day's pay, two annas, but something less. I append a statement, No. 2, which will show you what allotments are already sanctioned for work on roads in and near the more distressed villages. There is also an allotment of Rs. 1,000 (included in the total grant of Rs. 6,505) for "village road," which the Branch Committee will no doubt consent to spend chiefly in the most distressed villages. I have asked for information from the police and from other persons as to what are the most distressed villages in the sub-division (explaining that by this I mean the villages where the failure of the paddy crop this year has been greatest) and as to what works can be undertaken in those villages.

6. "The works named in the appended statement No. III have been suggested to me. You will notice that they are all in villages where there has been a great failure of the paddy crop.

"With regard to the supervision of these small village road works, I will probably propose that the small sums to be spent on them be placed in the hands of respectable resident zemindars, whom I will instruct that it is specially desired that weak and feeble labourers should be encouraged to do what work they can.